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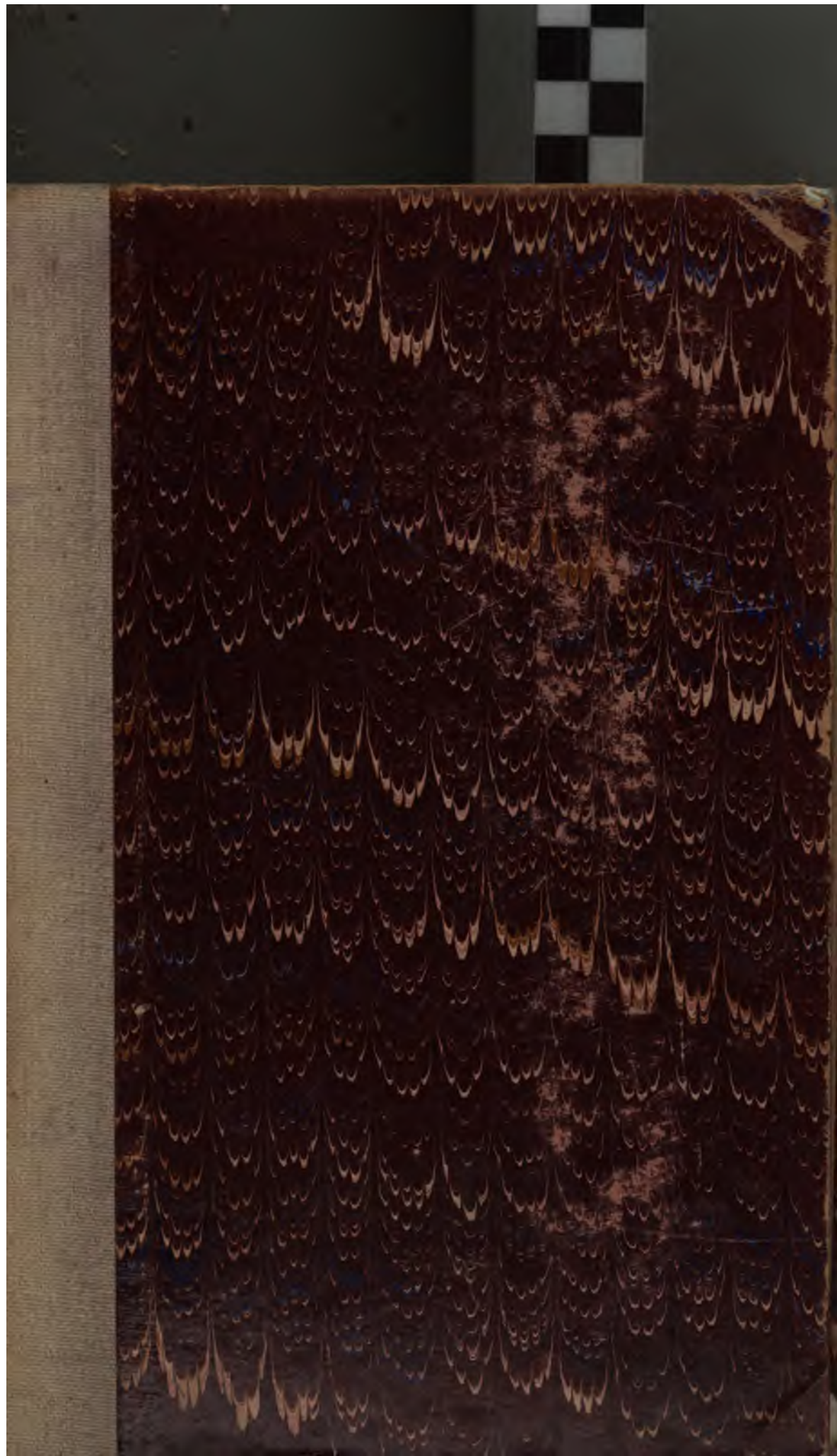
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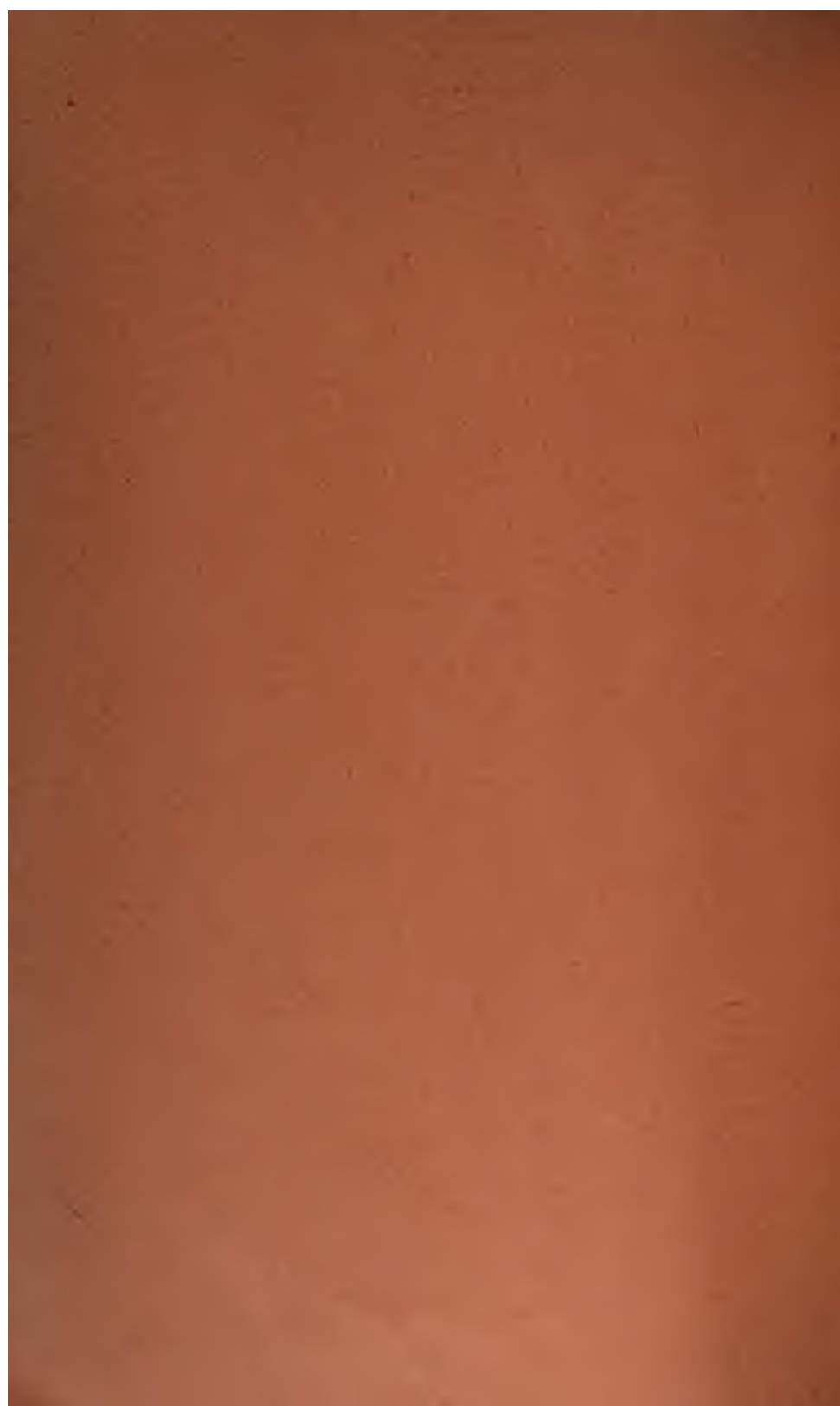
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(105)

CENTRAL ASSOCIATION

...OF...

RAILROAD OFFICERS'
PROCEEDINGS.

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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.


JANUARY.


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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

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CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, January 9, 1900.

The meeting was called to order at 11:05 a. m., by
President Galloway.

The following roads were represented:

B. & O. S-W. R. R....MR. W. H. BRIMSON.....Supt.
"MR. L. C. FRITCH.....Supt.
"MR. C. C. RILEY.....Supt. C. S.
C. C. C. & St. L. Ry....MR. H. F. HOUGHTON ...Supt.
"MR. F. M. LAWLERD. M. M.
"MR. MASON RICKERTD. M. M.
C. H. & D. Ry.....MR. A. GALLOWAY.....Supt.
C. & O. Ry.MR. W. T. SMITH.....A. M. M.
C. N. O. & T. P. Ry...MR. J. P. MCCUEN.....Supt. M. P.
L. & N. R. R.....MR. BRENT ARNOLD.....Supt.
P. C. C. & St. L. Ry....MR. GEO. B. FRAVEL.....R'd F. of E.

President: As the minutes of the previous meeting have
been printed and distributed, unless there are some corrections
to make, the same will stand approved as printed.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: The special committee having charge of this matter submitted report at the last meeting, and I was instructed to secure letter ballot on same. I have received replies from the L. & N. R. R., Erie R. R., B. & O. S-W. R. R., C. H. & D. Ry., Cincinnati Northern R. R. and C. & O. Ry., but have no response from the C. C. C. & St. L. Ry., P. C. C. & St. L. Ry., C. N. O. & T. P. Ry., L. & E. Ry. and C. & M. V. Ry.

Mr. Arnold: I move that the matter go over until the next meeting, in the meantime the Secretary to take the matter up with the roads who have not replied and endeavor to obtain their vote.

Seconded and carried.

Charging for Pintsch Gas in Passenger Equipment in Interchange.

Mr. Lawler: The Standing Committee would ask for further time on this matter.

Mr. Arnold: I move that the request be granted.

Seconded and carried.

Manner of Loading Cross-ties.

The Secretary read the following report:

Cincinnati, Ohio, January 9, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection held this date, the manner of loading cross-ties was again considered, and the following resolution adopted:

Resolved, That the Standing Committee on Joint Car Inspection recommend to the Central Association of Railroad Officers, Cincinnati Division, for adoption the recommended prac-

tice of the M. C. B. Association of 1897 for loading cross-ties on flat cars as shown on page 100, figure 8.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Houghton: I move that the report of the committee be adopted as the practice of the roads interested in this Association.

Seconded by Mr. Brimson and carried.

Weighing Grain and Hay Transferred, Etc.

Mr. Houghton: I will have to report what little progress has been made and ask for another month's time. I find that the three roads that seem to be principally interested in this matter have partially settled the question amongst themselves by agreeing to charge for transfer and weighing of a car when the same is consigned to local points, but they still, in their traffic departments, have decided to absorb the cost when going to competitive points, and it looks to me as though it is a matter that we can not handle as it is considered a traffic matter.

President: If there are no objections, the committee will be granted further time.

Report of Action of the Cincinnati Freight Committee on Recommendation of this Association for Cleaning Stock Cars.

The Secretary read the following communication:

Cincinnati, Ohio, January 8, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Freight Committee held this date, the recommendation of the Central Association of Railroad Officers, Cincinnati Division, relative to

cleaning stock cars was considered, and the following resolution adopted:

Resolved, That this Committee has considered their letter and that there is nothing from a freight traffic standpoint that need prevent the arrangement with the Cincinnati Union Stock Yards Company being put in effect, but the Committee regards the question as one that should be handled by the Transportation Departments of the different roads and suggest that that department of the different roads perfect the arrangement.

Yours truly,

(Signed) O. G. FETTER,
Chairman.

Mr. Houghton: As I understand it, when the question came up it did not have anything to do with the Cincinnati Union Stock Yards. I think it referred to the interchange of stock cars; for instance, the L. & N. R. R. ordered a certain number of stock cars from a northern line to be loaded on their line for a northern point, and if they demanded the cleaning of the cars the delivering line would have to do it. I do not see that the question has been raised in any way with the Stock Yards people, and there is nothing in the report to take up with them. The recommended practice of the Committee is all right and seems to have been agreed to by the adoption of the report at the last meeting.

Mr. Brimson: That was my understanding when this matter was brought up.

Mr. Houghton: I move that the three rules adopted at the last meeting in regard to the question of cleaning of stock cars be put into effect February 1, 1900, on the lines forming this branch of the Central Association.

Seconded by Mr. Arnold and carried.

(NOTE.—See Rules, pages 799 and 800, December Proceedings.)

Handling of Local Railroad Mail and Delivery of Notices to Consignees by the Ohio Messenger and Telegraph Company.

The Secretary read correspondence from the Cincinnati Local Freight Agents' Association regarding proposition of the Ohio Messenger and Telegraph Company to handle all local railroad mail and deliver all freight notices to consignees, taking receipts for same, for the sum of \$540.00 per month, which service is at present costing the railroads \$608.28, and recommending the same be given a three-months' trial.

Mr. Arnold: I move that we adopt the suggestion of the Cincinnati Local Freight Agents' Association.

Seconded by H. F. Houghton.

Mr. Brimson: I would like to have further time to look into the matter, as I do not see why the week of December 17 to 23 was specially selected to ascertain the number of notices sent out. It occurs to me that that is one of the busiest weeks we have, and perhaps that was not considered, and I am not prepared now to vote on this question and would like to have more time to look fully into it.

Secretary: Mr. Brimson stated that that week was one of the very busiest we have; if that is the case, your expense is higher than it will be, as the expense is based on the number of packages handled, and your percentage will be changed every month.

President: Is there anything in this proposition against the United States mail laws?

Secretary: No, sir; nothing at all.

President: It is going to be cheaper for the railroads of Cincinnati, is it not?

Secretary: It will be a little cheaper, and for the service you will get out of it, it will be worth a great deal more to you all.

President: One of the best points that I see is, that we are going to get a receipt for all notices delivered.

Mr. Riley: I understand that this contemplates just mail from local freight offices to local freight offices.

Secretary: The mail from local freight offices to local freight offices and all notices and U. S. Mail and postal cards sent from a local office to patrons of a road.

President: If there is any additional expense, who is going to make it up?

Secretary: The man who carries the most business. You will have to pay for the service you get. As your business increases, your expense will increase as your percentage of the fixed charge will be governed by the number of packages you handle, and one advantage of the arrangement is that you will simply have to pay for the service you actually get, whereas you are all now paying an arbitrary charge of \$24.00 per month for the Joint Railway Messenger Service, no matter how much business is handled for you.

Mr. Houghton: I think Mr. Brimson raised a point that has not been understood. The basis of this bid of \$540.00 per month is on the amount of business that was transacted during the week immediately preceding the holidays, probably the heaviest week of the year; why we should pay at that rate the year around is something that I think should be considered.

Secretary: When this matter first came up, about February or March of last year, each agent was requested to furnish a statement of the number of notices delivered by messenger and the expense of same, basing his figures on a month's business, which was done, and in order to verify these figures, each agent was requested to keep a record of the business handled during the week mentioned. To start with, the bid of the Ohio Messenger and Telegraph Company was based on the figures which we furnished them from the statements submitted by the agents along about February or March, and when the figures were compiled for the month of December, based on the week mentioned, there was so very little difference that the original bid

of the Ohio Messenger and Telegraph Company was allowed to stand.

Mr. Houghton: I would like to offer an amendment to Mr. Arnold's motion to the effect that action be postponed until the next meeting so that all members may have time to consider the matter, in the meantime the Secretary to furnish all lines with copies of the statistics covering the subject.

Mr. Arnold: I will accept the amendment as proposed.

The President here called for vote on the motion as amended, which was carried.

Communications.

The Secretary read the following:

Louisville, Ky., December 30, 1899.

Mr. O. G. Fetter,

Secretary, Central Association.

Dear Sir: Please bring up the question of loading lumber on strips, so as to prevent sap stains that occur when green lumber is loaded solid. I have given instructions that lumber can be loaded on such strips if they are not more than three inches thick and fully ten inches wide, so that they would not roll. In my opinion a committee should be appointed to formulate a rule for this, and especially to say what class of lumber can be loaded, *i. e.*, the shortest length and least thickness.

Yours truly,

(Signed) P. LEEDS,

S. M.

Mr. McCuen: For the benefit of the Association would say that the Barney & Smith Car Company at Dayton took this question up with our road some time ago, asking whether we would accept cars with dressed sills, as they have their sills dressed at the mills in the South, and they wanted to know whether we would accept cars consigned to them with strips

between the different tiers of sills to keep them from getting stained by the sap, and we notified them that we would accept them. All strips that have come to us that way have been about one by six.

Mr. Arnold: I move that a committee of three, composed of members from the Mechanical Department, be appointed by the Chair to take charge of the matter.

Seconded and carried.

President: I will appoint as committee Mr. J. P. McCuen, Mr. W. T. Smith and Mr. Geo. B. Fravel.

Car Service.

The Secretary read the following letter:

Indianapolis, Indiana, January 5, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I would respectfully suggest that each Division of the Central Association appoint a "Standing Committee on Car Service Matters." I do not refer to demurrage or trackage charges, but to all matters pertaining to the prompt handling of equipment, especially in view of working cars home in the homeward direction. You have a standing committee on Joint Car Inspection, and I do not see why you should not have a standing committee on car service matters.

Respectfully submitted,

(Signed) J. R. CAVANAGH,
Supt. C. S.

Mr. Riley: I move that a committee of three be appointed to look into the advisability of appointing such a committee, and if they think it advisable, to define their duties.

Seconded by Mr. Lawler and carried.

President: I will appoint as that committee Mr. J. R. Cavanagh, Mr. C. C. Riley and Mr. G. H. Waldo.

**Payment of Transfer of Cars when Reconsigned and Forwarded
on Through Rate.**

The Secretary read communication from the C. H. & D. Ry. regarding payment of transfer charges on C. & O. cars 4,796 and 4,184, which were reconsigned and forwarded on through rate.

Mr. Riley: I move that the matter be referred to a committee of three to look into the matter and make report at the next meeting.

Seconded and carried.

Vice-President: I will appoint as such committee Mr. Brent Arnold, Mr. H. F. Houghton and Mr. Ralph Peters.

Alleged Violation of Rule III of Rules Governing Switch Cars.

Mr. Arnold: I notice in the printed proceedings of the November meeting that Mr. Lewis, of the C. & O. Ry., stated that the C. & O. Ry. had delivered to the L. & N. R. R. about twenty C. & O. box cars at Latonia, to be loaded for points on the C. & O. Ry., and that we had diverted all of them. I would like to state for the information of the Association that the cars were ordered to be used at Latonia for transferring of a number of cars to be delivered to the C. & O. Ry., but we found the next day that the freight was at Lexington, Ky., instead of Latonia, Ky., and we immediately called up the traffic office of the C. & O. Ry. to ascertain if it would be satisfactory to them for us to send the cars to Lexington and received advice from them that it would be all right, and I requested their traffic department to advise Mr. Lewis' office accordingly, and I presume Mr. Lewis was not aware of the facts when he made that statement.

Members Proposed.

The following names were proposed for membership and duly elected:

G. W. Plumly, Trainmaster, B. & O. S-W. R. R.
F. J. Smith, D. M. M., B. & O. S-W. R. R.
L. C. Fritch, Supt., B. & O. S-W. R. R.
H. M. Waite, Supt., C. N. O. & T. P. Ry.
J. W. Hood, Trainmaster, C. N. O. & T. P. Ry.

Election of Officers.

The President appointed Messrs. Arnold, Fravel and Riley as committee to present nominations, which committee submitted the following:

For President, Mr. W. H. Brimson; Vice-President, Mr. H. F. Houghton; Secretary-Treasurer, Mr. O. G. Fetter.

Standing Committee on Joint Car Inspection: Mr. F. M. Lawler, Mr. Wm. Adair, Mr. W. H. Brimson, Mr. Geo. W. Lewis, Mr. J. P. McCuen, Mr. A. Galloway and Mr. Geo. B. Fravel.

Mr. Arnold: I move that the President be authorized to cast the ballot of this Association for the gentlemen named.

Seconded and carried.

President: It affords me unbounded pleasure to cast the ballot of this Association for the officers named, and to declare them duly elected.

In retiring I wish to say that I thank you very kindly for the courteous treatment and for the many favors shown me as your executive officer. While I appreciate my shortcomings as an executive officer, still I have done the best I could, at least, by trying to be faithful in my attendance. Again I thank you and bespeak for my successor, his colleagues and the Cincinnati Division a successful and profitable year.

Mr. Brimson: I duly appreciate your kindness in unanimously selecting me to preside over your meetings during the next twelve months.

Mr. Arnold: I move that a vote of thanks be extended to the retiring officer for the able and impartial manner in which he performed the duties of his office.

Seconded and carried.

Adjourned 12:25 p. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, Monday, January 8, 1900.

Meeting called to order by Vice-President Zion.

The following lines were represented :

T. H. & I. R. R.....	O. E. RAIDY.....	Trainmaster.
“ “	J. M. LINDLEY.....	Rd. F. of E.
P. C. C. & St. L. Ry..	*M. W. MANSFIELD...	Superintendent.
“ “	W. SWANSTON.....	Master Mechanic.
“ “	J. W. GREENEN.....	Trainmaster.
“ “	N. C. BENNETT.....	Trainmaster.
I. & V. R. R.....	*M. W. MANSFIELD...	Superintendent.
“ “	E. F. KEARNEY.....	Trainmaster.
C. I. & L. Ry.....	A. J. O'REILLY.....	Genl. Agent.
C. H. & D. Ry.....	†A. GALLOWAY.....	Superintendent.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“ “	C. S. RHODES.....	Supt. Telegraph.
P. & E. R. R.....	C. A. PAQUETTE.....	Superintendent.
“ “	E. M. COSTIN.....	Trainmaster.
“ “	A. J. GIBSON.....	Rd. F. of E.
L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
“ “	M. P. DENISTON.....	Trainmaster.
“ “	I. W. KURTZ.....	Div. M. M.
I. U. Ry.....	A. A. ZION.....	Superintendent.
I. D. & W. R. R.....	G. H. GRAVES	Superintendent.

*Represented by E. F. Kearney.

†Represented by A. J. O'Reilly.

The following visitors were present:

W. A. Maxwell, Chief Train Dispatcher, I. D. & W. Ry.;
Charles K. Haverfield, Chief Train Dispatcher, P. & E. Ry.;
L. E. DeBolt, Chief Train Dispatcher, L. E. & W. Ry.; W.
M. Eggleston, Chief Train Dispatcher, P. C. C. & St. L. Ry.;
E. L. Krafft, Chief Train Dispatcher, I. & V. Ry.

There being no objections the minutes of the previous meeting were approved as printed.

Unfinished Business.

No business before the meeting under this heading.

Reports of Committees.

Report of Standing Committee.

L. E. & W. vs. I. U. Ry., Responsibility for damage to car
C. R. C. L. 74. Case No. 22.

Mr. G. B. Staats,

Sec'y Central Ass'n R. R. Officers.

Dear Sir: I received your letter of December 4, with papers in the controversy between the L. D. & W. and the I. U. Ry., in regard to C. R. C. L. car No. 74, at Indianapolis, September 28, 1899, and after getting a further statement from Mr. Zion, I submitted the papers with my letter of the 12th attached, to the Committee, except that as Mr. Kurtz and Mr. Zion were interested parties, they were not asked to cooperate with the other members. I have also attached the replies received from Messrs. Lawler, Raidy, Graves and Mansfield. It will be noted that three of the four members of the Committee agree and that one dissents from the majority.

The papers show that C. R. C. L. car 74, loaded with canned

goods, arrived on train No. 163 of the L. E. & W. on the a. m. of September 28, and that it was inspected on arrival and found O. K. This inspection was made at the Belt Junction, and after the inspection it was switched to the transfer tracks at the Belt Junction for delivery to the Vandalia by the I. U. Ry., but that the L. E. & W. did not make a further inspection after the car was last switched by them. The car was reported for transfer at 9:20 a. m., and about two hours after, the Belt engine, with Conductor Vinzant, came to take it out of the track. There is nothing in the papers to show that there was any other engine on this track during the time stated, yet Conductor Vinzant reports finding the draft timbers down five or six inches on the end next to the truck, the body also being damaged on the end which was bulged out, showing that there must have been rough usage between the inspection of the L. E. & W. men and that of the Belt conductor. We find that notwithstanding the defects noted by Conductor Vinzant, he took the car to the Vandalia and that it was refused by them on account of the defects and returned by the Vandalia to the L. E. & W. on the following day, with a very considerable increase in the defects over those noted by Conductor Vinzant. The additional defects in our opinion must have been the result of handling the car with the defects noted by him. It is impossible for your Committee to say who first damaged this car, as the whole truth is not brought out in the papers referred to us, but in view of the fact that the damage as noted by the Belt conductor was such that it was sure to be rejected by the Vandalia, your Committee are of the opinion that the Belt should not have moved the car until the attention of the L. E. & W. had been called to it.

Your Committee has frequently decided that the I. U. Ry. is not responsible for defect on a car when received by them, and can only be held responsible for damage done by them, but the condition of the car as noted by the conductor, shows that it was not in a condition to be delivered to the Vandalia, and for that reason should not have been moved by him. Therefore the decision of your Committee is that the responsibility for all

the damage should be placed on the I. U. Ry. on account of moving a car having such defects that it was sure to be refused by the road to which it was assigned.

WM. SWANSTON,
F. M. LAWLER,
O. E. RAIDY,
GEO. H. GRAVES,
Committee.

The following minority report was also submitted:

Indianapolis, Indiana, January 8, 1900.

Mr. Wm. Swanston,
Chairman Standing Committee.

Dear Sir: I can not agree with the majority of the committee, but must maintain the position taken in my letter of December 27, 1899.

The report of the majority is not consistent. They say the Committee "has frequently decided that the I. U. Railway is not responsible for defects on car when received by them, and can be held responsible only for damage done by them." The record shows that at least part of the damage was done before the car was accepted by the I. U. Railway; then why should they be requested to pay all the damage simply for an error in judgment (even admitting it was such), which at the worst could have injured the Belt people only, either in being compelled to return car to L. E. & W. after refusal by the Vandalia, or in causing a serious accident on Belt tracks, doing damage to that Company as a result of its unsafe condition.

From the evidence contained in the attached papers I think both Companies are partly responsible; the L. E. & W. R. R. on account of failing to inspect car at the proper time, and the Belt Ry. on account of the excessive damage to the car when delivered to the Vandalia, in addition to the record shown by their conductor when the car was accepted from the L. E. & W. people.

Under the circumstances I think each Company should pay half the damage.

Yours truly,

(Signed) M. W. MANSFIELD,
Superintendent.

The Chair: Gentlemen, you have heard the reading of the reports. I believe under the rules the minority report is to be acted upon first.

Mr. Swanston: I would like to say that in making that report I followed the decision of the letters received from three of the members to whom it had been referred. Of course I was the fifth, the Chairman of the Committee, and I simply signed it as the majority had agreed to the report. There are some things in it that I admit I do not approve of. In the first place I don't think that these papers should have been referred to us until they had been sifted to the bottom and ascertained definitely who did the damage.

Mr. Bickell: So far as our company is concerned, it seems to me that we went to the bottom of the facts just as far as we could. We secured the statements of the men who handled the car, and I don't know what else we could do.

Mr. Swanston: The Belt Railway has made the same statement. They say they did not do it; you say your company did not do it, and yet the papers show there was no other engine on the track which could have done the damage.

Mr. Zion: Both our engineman and fireman are willing to take oath that the car was in bad condition before it was coupled on to the engine. Vinzant, our engineman, did not see any L. E. & W. man to whom he could report the condition of the car, as is required by the rule. If we adopt the rule as suggested by the Committee and throw out every car that is broken, but safe to run, what would be the result? It would delay business; we might throw out a car loaded with perishable freight, and it might result in a serious loss to the companies. I agreed with Mr. Bickell to submit this matter to this Association, and I am willing to stand by their decision.

Mr. Kurtz: I will say for the information of the members present that the draft timbers, which Mr. Vinzant said were down, are still bolted to the draft sills and are not loose. I examined the car two days after it was returned to our yards from the Vandalia and found it in this condition.

Mr. Kearney: Mr. Chairman, I read all the papers attached to that correspondence, and from the statements made I take the position that both companies are equally responsible. The L. E. & W. admits that they are wrong in not knowing the car was in good condition when delivered on the track of the I. U. Ry.

The Chair: In Mr. Mansfield's report he proposes that both the Union Ry. Co. and the L. E. & W. bear an equal share of the expense of the repairs. I will put the minority report before the meeting.

The minority report was voted upon, but was lost. The majority report was then voted upon and adopted. The Secretary was directed to notify the interested roads accordingly.

Communications Received.

Proposed Time Limit for Allowing Free Storage of Freight in Freight Houses.

Indianapolis, Ind., Dec. 29, 1899.

Mr. J. B. Eckman,

District Inspector, City.

Dear Sir: Enclosed I hand you notice of action taken by the Local Freight Agents' Association, of Louisville, Ky., in reference to the handling of merchandise freight. You will note there was a uniform action taken by all of the roads in Louisville that at the expiration of six days' time, if shipments are not removed from company's freight house, that they would be sent to store at consignee's risk and expense. Some action like this should be taken by the Local Agents here, and I think it would be beneficial. Yours truly, A. J. O'REILLY,

General Agent.

Indianapolis, Ind., January 2, 1900.

Mr. G. B. Staats,
Secretary, City.

Dear Sir: The following is an extract from the minutes of a special meeting of this Association held December 29, 1899:

"The proceedings of a special meeting of the Local Freight Agents' Association, of Louisville, held December 15, was read, and, after a lengthy discussion, it was decided that the Secretary should forward the same to Mr. G. B. Staats, Secretary of Central Association of Railroad Officers, Indianapolis Division, to be presented to that Association at its next meeting, with request that they advise us if it is their pleasure that we take action on the matters referred to therein."

Yours truly, J. B. ECKMAN,
Secretary,
Local Freight Agents' Association.

The following is a copy of the rules in question:

"RULES.

"1. All freight unloaded on freight platforms in railroad freight houses may be allowed six (6) days' free storage, beginning from 7 a. m. next succeeding its arrival. If, at the expiration of the free time above provided for, the freight has not been removed by the consignee or his agent, and the removal has not been or is not being delayed by reasons for which the railroad company is responsible, then shall the freight be sent to a licensed warehouse at the risk and expense of the consignee, and all freight charges must be collected from the warehouse at the time of delivery of the freight.

"2. The usual notice to consignees of the arrival of freight shall be stamped, as follows:

"If, at the expiration of six (6) days from the 7 a. m. next following the arrival of this shipment, it has not been removed

from the company's freight house, it will be stored in a public warehouse at the consignee's risk and expense.

"3. Freight received on platform of freight houses for forwarding shall not be held for forwarding instructions longer than two (2) days from the 7 a. m. next following delivery. If, at the expiration of that time, forwarding instructions have not been supplied, such freight shall be sent to a licensed warehouse at shipper's risk and expense."

The Chair: Gentlemen, you have heard the papers, what action do you desire to take?

The Secretary: Mr. O'Reilly is present and can throw some light on the subject, as it was through his suggestion the papers were referred to this Association.

Mr. Graves: I would like to ask why the papers were sent to the Superintendents. Is not this a traffic matter?

Mr. O'Reilly: It seems that the Superintendent's Association in Louisville is in close accord with the Local Agents, and I understand that it was at the suggestion of the Superintendents there that the Local Agents bring about some sort *modus operandi* in order to relieve the freight houses from carrying freight in storage. If the gentlemen here will refer to the last minutes of the Louisville Association, they will find very interesting reading, especially Mr. Bland's article. The resolution that was taken up at the Local Association was at my suggestion, or rather from a letter in which I urged them to refer the matter here for action. In my opinion it is a matter that is entirely under the jurisdiction of the Superintendents as all of the agents are under their control. Mr. Bland gives some very interesting data, showing that it makes no difference how large we build our freight houses, they would never be sufficient to allow them to store freight, and as I understand there are a great many brokers there who utilize the freight house as a warehouse. We also have up the closing of freight houses at a given hour. I believe that all of the roads terminating at Louisville have signed this agreement, and have also notified the general public

by posters and by notices in the daily papers that these rules will be placed in force January 1, 1900. I understand that there has been no complaint or exception taken since the rules became operative. My idea would be to ask a conference of all the local freight agents here to meet with us and see if we can not adopt similar rules governing our traffic at Indianapolis.

Mr. Bickell: It seems to me this is a matter on which we can not take definite action today.

Mr. O'Reilly: While that is true, we are in a position to talk. By inviting the local freight agents here to discuss the matter we would know how to proceed.

Mr. Kearney: I recommend that the matter be referred back to the Agents' Association, with the request that they formulate rules and submit them to this Association for approval. If they will get the matter in proper form, we will be in better position to act on it. I offer this as a motion.

Mr. Bickell: I second the motion.

Mr. O'Reilly: I make a motion that the agents be invited to meet with us at a special meeting to discuss this matter; they will then be in position to prepare such memorandum and submit it to us.

Mr. Kearney: With consent of my second I will withdraw my motion.

Mr. O'Reilly's motion was then adopted.

Mr. O'Reilly: I wish to state there will be a special meeting called tomorrow by the local agents to consider this question, and as soon as possible thereafter I think it would be well to have a special meeting of this Association called.

The Chair: Gentlemen, is it your wish to fix the time for the special meeting now? How will a week from today at this hour answer?

Mr. O'Reilly: I move that a special meeting be called a week from today, at two o'clock, in this room.

Motion seconded and carried.

Secretary was instructed to notify the various superintendents and request them to have such other representatives pres-

ent as they deem advisable, with view of having the matter fully discussed. The Secretary was also requested to notify Mr. Eckman of the action taken.

The following is copied from the minutes of the Car Foremen and Inspectors' Association:

Meeting held December 20, 1899.

M. C. B. Rule 5, Sec. 4.

The Chair: Discussion is now in order. Section 4 of Rule 5 is as follows: "Bills may be rendered against car owners for labor only of replacing couplers, draw bars, brake beams, including their attachments, such as shoe head, jaws and hangers, break levers, top and bottom break rods that have been lost on the line of the company making the repairs." Now I contend that this includes almost the entire brake rigging to a car. The subject came up in our last meeting whether we could charge for the material applied, when it had been lost on the line of the company, for top and bottom brake rod.

Mr. Bradway: Mr. Chairman, that rule is very plain. It says you can charge for labor only for replacing brake rods. That includes the top and bottom brake rods; we only charge for labor; we do not attempt to charge for material unless the bill should slip through.

Secretary: What do you think of Sec. 22 of Rule 3?

Mr. Bradway: I think that is entirely a different thing; that refers to defective or worn-out parts.

Secretary: And missing parts; there seems to be conflict between these two rules.

Mr. Bradway: I suppose this material would not be lost under fair usage.

Mr. Herpeck: Mr. President, in regard to a brake rod being lost off a car, it frequently occurs that brake shoes are allowed to run for some time and by the movement of the train

the chain comes out, but if it is fastened on with a key bolt of course it can not get out; the slack motion in the brake will cause it to fall out; it would then be said to be lost under fair usage; the car has not been handled roughly; I often find cases where they are fastened by a chain; the chain will drop down; it is hooked on with a hook and it will fall out and is lost, and yet there has been no rough handling. We are supposed to furnish the material again.

Mr. Bradway: You state the slack is caused by brake shoes being worn?

Mr. Herpeck: Yes, that is what causes so much slack on the brake apparatus.

Secretary: It is unfair usage to run a car without a brake shoe, but at the same time the owners are responsible for the missing shoe. The question was whether or not under these two sections you would be justified in charging for material when it is missing. One section says the owners are responsible for defective, missing or worn out parts of brakes, and the other says you can only charge for labor for renewing the top or bottom brake rods.

The Chair: I think it would be unfair usage for a brakeman to set a brake with a club; it is not intended that brakes shall be applied with sticks or clubs as many of them do.

Mr. Herpeck: When a brakeman has air he has no use for a club.

The Chair: I was not speaking about air cars; we all understand that air-brake cars are fitted up with attachments in proportion to the kind of braking that has to be done; all air-brake cars are equipped with braking apparatus sufficiently strong to stand the clubbing.

Mr. Herpeck: I simply brought that matter up because I know there are a great many air cars put in trains with the engines not attached to the air; the cars are mixed; they have other cars between that are not equipped with air; in going down a heavy grade it is sometimes necessary to use a club, but they are not supposed to use clubs on level roads.

Mr. Mayfield: I never considered it was fair usage to use a club.

The Chair: I have seen orders posted by the officers of the company that no clubs should be used; it is not so much the tight braking that the brakemen want to do on the cars as it is to save their hands.

Mr. Mayfield: It also increases the leverage, and they can set the brake much easier.

Mr. Bradway: I think it would be well for this Association to have a complete set of the Arbitration Decisions to which we could refer.

It was decided to continue the discussion of this question at the next regular meeting.

Indianapolis, Ind., Jan'y 5, 1900.

Mr. Geo. B. Staats,

Secretary C. A. R. R. O.,

Indianapolis Division.

Dear Sir: On account of accepting a position with another company, I herewith respectfully tender my resignation. I desire to express my appreciation of the honors received at the hands of the Association and of the cooperation and kindness shown me by the members. Will you please submit this letter at the January meeting?

Very truly yours,

J. W. RILEY.

On motion Mr. Riley's resignation was accepted with a feeling of regret, as he had been among the most active members of the Association.

Cincinnati, Ohio, January 6, 1900.

Mr. G. B. Staats,

Secretary C. A. R. R. O.,

Indianapolis, Indiana.

Dear Sir: I will make a special effort to be at the meeting Monday, January 8. If I fail to reach there you will understand that some unforeseen and unavoidable cause has prevented

my attendance. In such event would like to request the representative of the Monon to represent this company at the meeting.

Yours truly, A. GALLOWAY,
Sup't.

New Business.

The Chair: Under the subject of New Business we have the discussion of the train rules as adopted by the American Railway Association at a meeting held in April last. We will now proceed to discuss the rules, and the Secretary will read the first rule and the recommendations of the Association.

The Secretary read the definitions on pages 11 and 12 in the Standard Code as adopted April 12, 1899.

Mr. Bickell: I wish to call attention to the definition in regard to the word "right"—how it is conferred. It says: "Right is conferred by train order." Now that is exactly the opposite to what our understanding of "right" has been heretofore; we say a train has lost its right, but under this rule we can not say "right" any longer, for a train only has rights by train order. If we wish to speak of a train as having lost its rights under the new rule or definition, how shall we speak of it? What word shall we use to properly express what we mean?

Mr. Eggleston: In that case you would have to say a train has lost its superiority.

Rules Nos. 1 to 20, inclusive, were then read in order by the Secretary.

Mr. Bickell: I would like to ask what is the usual form referred to in the last part of Rule 3 for registering time. I know what it is on the Pan Handle; it is a blank B, but what sort of a blank are the others using? Is it a separate blank, or is it in connection with the register?

Mr. Rhodes: The Big Four has a new blank in connection with the register; formerly we had them separate, but within the past year we have revised our conductors' register and the watch matter is added to it.

Mr. Raidy: Does it work satisfactorily?

Mr. Rhodes: Yes, sir.

Mr. Bennett: Do you require enginemen to sign it also?

Mr. Rhodes: Yes, sir.

Mr. Bender: Referring to the two forms, A and B, for timetable, I would like to know what the different roads have adopted in reference to this subject.

Mr. Rhodes: As far as the Big Four is concerned, we are getting out a new book of rules, and the way the matter stands at present we propose to adopt form B.

Mr. Bickell: We also expect to adopt that form.

Mr. Raidy: I am of the opinion form A would tie up any road in the country.

Mr. Rhodes: I would like to inquire if it is proposed to dispense with white at night as a clear signal; at the meeting in St. Louis there were many members who favored the adoption of green as a night signal. I will say for the Big Four they are going to have another meeting on the proposed book of rules, and the matter has not yet been fully decided.

Mr. Bickell: Do you mean green for the clear signal and yellow for caution signal?

Mr. Rhodes: Yes, sir.

Mr. O'Reilly: How about the Boston & Albany, are they still continuing to use the green?

Mr. Rhodes: Yes; they are continuing to use green as a clear signal, but the last I knew they had not adopted yellow as a position signal.

(NOTE.—By request that part of the discussion relating to whistle signals is omitted on account of the discussion not progressing far enough to bring out the points desired. This feature will be again brought up at the next meeting.—Secretary.)

Mr. Bickell: Referring to Rule 17 I would like to ask a question; that is, whether or not it is understood that the headlight must be covered or concealed when a train turns out to permit another one to pass?

Mr. Greenen: It is our practice to conceal the headlights on all engines when in the clear.

Election of Officers.

The Chair: I would like to state that, as it is getting late, and it is our time to elect officers for the ensuing year, I think it would be well to postpone further discussion and enter into the election.

The President, Vice-President and Secretary-Treasurer are to be elected.

Mr. Deniston: I move that we take up the election of officers and suspend the discussion of the rules until the next meeting.

Mr. Bender: I would like to suggest that we study the rules as thoroughly as possible between now and the next meeting.

This was thought to be a wise suggestion.

Mr. Deniston: I nominate Mr. Zion for President. I also nominate Mr. Paquette for Vice-President.

Mr. Kurtz: I move that the Secretary cast the entire ballot for the candidates named.

Motion seconded and adopted.

The Secretary thereupon cast the entire vote accordingly.

Mr. Kurtz: I move that the entire ballot be cast for Mr. Staats as Secretary and Treasurer.

Motion duly seconded and carried.

The Chair cast the ballot accordingly.

Mr. Zion: Gentlemen, I thank you for the honor conferred and assure you that I will strive to make the meetings a success, and ask your cooperation and assistance which, I am confident, I will receive.

Meeting adjourned at 4:30 p. m.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, January 10, 1900.

Meeting called to order at 2:45 p. m., by President Loree.

The following lines were represented:

C. C. C. & St. L. Ry.....	MR. M. RICKERT.
“	MR. W. G. BAYLEY.
P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
T. & O. C. Ry.	MR. H. C. FERRIS.
B. & O. R. R.....	MR. T. J. ENGLISH.
Hocking Valley Ry.....	MR. M. S. CONNORS.
“	MR. T. R. LIMER.
N. & W. Ry.....	MR. V. A. RITON.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

On the matter of cleaning stock cars delivered to connecting lines, brought up by Mr. Brimson, the following motion was offered by Mr. Connors:

I move that the rules, as adopted by the Cincinnati Association, with reference to stock and other cars, be adopted by this Association.

Seconded by Mr. Brimson. Motion carried.

Rules Adopted by Cincinnati Association.

1st. All stock cars delivered to connecting lines for loading with live stock shall be delivered without removing the old bedding.

2nd. Stock cars delivered to connecting lines for other than stock loading must be cleaned by the delivering line. The connecting line, in ordering stock cars, must in all cases specify if the cars are to be loaded with stock or dead freight. Delivering lines should show on the card billing whether the cars are for live stock or dead freight.

3rd. Refrigerator, box cars and coal cars delivered to connecting lines must be thoroughly cleaned by the delivering line, except that this ruling shall not apply in the cases of switched cars.

One of the Roads, a member of the Columbus Car Service Association, gave written notice that it would hereafter decline to bear any part of the expense of the Association, but that it was their intention to work with the Association and abide by its rules. Secretary stated that he had written the Manager of one of the other Car Service Associations, who advised that the Road referred to had given the same notice to his Association, but as yet nothing had been done regarding the matter.

Mr. Connors: I move that the Manager of this Association correspond with the Manager of the other Association, of which this Road is a member, and agree upon a date on which they can meet with the officials of the Road in question with a view to reconciling them to Car Service and have them continue to pay their proportion of the expense.

Seconded by Mr. Riton. Carried.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association were read and approved.

Reports of Committees.

The Committee appointed at last meeting to take up with the Transfer Company the matter of furnishing a man to check transfer freight and freight sent to storehouse, asked for further time in which to complete their report, which was granted.

Secretary advised that the matter of outbound carload shipments, taking less than carload rate, was submitted to the Local Freight Agents' Association, who recommended that no action be taken at this time because of complications that might arise, and they thought it would be well to let the matter rest for the present.

New Business.

Secretary made a verbal report of the Columbus Car Service Association for the year 1899, and stated that the report would be printed within a few days, at which time copies would be sent to all members.

Bill of the Central Association, amounting to \$9.21, was ordered paid, on motion of Mr. Connors, seconded by Mr. Rickert.

Annual Election of Officers.

Mr. Connors: I move that the Chair appoint a Nominating Committee to prepare ballots for the annual election of officers.

Seconded by Mr. English. Motion carried.

Chair appointed Messrs. Connors, English and Bayley. The stenographer was authorized to cast the ballot for the Association.

Following officers were elected :

President	Mr. W. C. Loree.
First Vice-President.....	Mr. T. J. English.
Second Vice-President	Mr. V. A. Riton.
Secretary and Treasurer.....	Mr. J. D. Berry.
Executive Committee.	{ Mr. W. C. Loree, Mr. W. G. Bayley, Mr. M. S. Connors, Mr. H. C. Ferris, Mr. W. H. Brimson.
Executive Committee on Joint Car Inspection.....	{ Mr. T. F. Butler, Chairman, Mr. J. B. Morgan, Mr. S. S. Stiffey, Mr. Mason Rickert, Mr. W. S. Haines.

On motion of Mr. English, seconded by Mr. Brimson, meeting adjourned at 3:45 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, January 8, 1900.

Meeting called to order at 2:00 p. m., Mr. D. S. Sutherland
presiding.

The representation was as follows:

Ann Arbor R. R...	W. F. BRADLEY.....	Superintendent.
C. N. R. R.....	W. D. STEARNS.....	Trainmaster.
F. & P. M. R. R...	W. D. TRUMP.....	Gen'l Supt.
M. C. R. R.....	D. S. SUTHERLAND.....	Superintendent.
Penna. Co. R. R...	W. H. POTTER.....	Superintendent.
T. & O. C. Ry.....	T. F. WHITTELSEY.....	Gen'l Supt.
T. St. L. & K. C. Ry...	J. W. SHERWOOD.....	Gen'l Supt.
Wabash R. R....	E. A. GOULD.....	Superintendent.
W. & L. E. Ry....	*F. J. STOUT.....	Superintendent.

* Represented by MR. W. P. SCHAUFELLE.

VISITORS: Representing Mechanical Department, Messrs.
John Turner, H. P. Latta, Jos. Rischman, and Chief Inter-
change Inspector E. C. Palmer.

The minutes of the previous meeting were approved as
printed and the reading of same was dispensed with.

Result of Ten Days' Weighing.

Result of weighing L. C. L. shipments, both in- an out-bound, at Toledo for ten days, commencing December 11 and ending December 23, 1899.

The weighing at the various stations was conducted as follows:

A. A., C. N., & F. & P. M.

TOWN FREIGHT—Handled same as prior to December 13, *i. e.*, shipments the inspector and house foreman mistrusted were underbilled, were scaled, and the bureau's tabulated weights used.

TRANSFER FREIGHT—All shipments scaled, except those coming from points they had previously weighed, and knew the billed weights to be absolutely correct.

C. H. & D.

TOWN FREIGHT—Handled same as prior to December 13, *i. e.*, shipments the inspector and house foreman mistrusted underbilled, were scaled, and the bureau's tabulated weights used.

TRANSFER FREIGHT—Just what shipments the inspector ordered weighed.

Lake Shore.

OUT-HOUSE—Shipments handled same as prior to December 13, *i. e.*, shipments the inspector and house foreman mistrusted underbilled were scaled, and the bureau's tabulated weights used.

IN-HOUSE—Just what shipments the inspector ordered weighed.

TRANSFER-HOUSE—Just what shipments the house foreman mistrusted were underbilled.

Lake Shore, Wagon Works.

Weighed all L. C. L. shipments.

M. C. R. R. Toledo.

Weighed each and every package both town and transfer for the first three days, but finding no gains over previous weighing, the house foreman was instructed by the agent to weigh just what shipments he mistrusted were underbilled, or ordered weighed by the inspector, and accept bureau's tabulated weights on package freight as heretofore.

Wagon Works Sta. M. C. R. R.

Weighed all shipments, both in and out, except those loaded into cars at factories.

Penna Co., & H. V.

TOWN FREIGHT—Handled same as prior to December 13, *i. e.*, shipments the inspector and house foreman mistrusted underbilled were scaled, and the bureau's tabulated weights used.

TRANSFER FREIGHT—The first day all shipments were scaled, but finding no material gains over previous weighing, they continued weighing under inspector's orders; also what shipments the house foreman mistrusted were underbilled as heretofore.

T. & O. C., & T. St. L. & K. C.

Weighed all L. C. L. shipments, both town and transfer.

Wabash.

TOWN FREIGHT—Weighed all shipments except package freight, where the bureau's tabulated weights were used.

TRANSFER FREIGHT—All shipments weighed.

W. & L. E.

TOWN FREIGHT—Handled same as prior to December 13, *i. e.*, shipments the inspector and house foreman mistrusted

were underbilled, were scaled, and the bureau's tabulated weights used.

TRANSFER FREIGHT—All shipments weighed except those coming from points they had previously weighed and knew the billed weights to be absolutely correct.

RESULT.

No. Roads.	No. Shipments showing Excess.	No. Shipments showing No Excess.	Weight Tendered.	Actual Weight.	Gain in Weight.	Gain in Revenue.	Percent of Shipments found Incorrect.	Percent Gain on Total Weighed.
11	2,675	10,160	9,005,005	9,498,077	493,072	\$1,160.72	.21	.05½
*1						\$121.31		
Totals	2,675	10,160	9,005,005	9,498,077	493,072	\$1,282.03	.21	.05½

*This road did not show total tonnage weighed.

The \$1,282.03 is made up of about \$432.00 on transfer freight and \$850.03 on freight originating at or destined to Toledo and represents the increased earnings of local roads and connections.

On motion the report was ordered received.

A member asked if it was not true that the inspectors of the Joint Rate Inspection Bureau would have caught a large percentage of this underbilling, and the Secretary was called on for a statement of the earnings shown by the Joint Rate Inspection Bureau on platform weights for comparison, which statements showed as follows:

December, 1898	\$1,341.37
November, 1899.....	1,628.70
December, 1899	2,268.00

It was estimated that the increase for the entire month of December, 1899, under the system of weighing, based on the ten days' showing, would have amounted to about \$3,500.00.

(Two of the roads, the C. N., and T. St. L. & K. C., were not members of the Joint Rate Inspection in December, 1898, and therefore no increased earnings are shown for these roads by the Inspection Bureau for the months shown for comparison, while the increased earnings for both (\$168.38) appear in the ten days' weighing, and an estimate on same (about \$450.00) is included in the \$3,500.00 for the entire month.—Secretary.)

Several members expressed themselves as willing to join in weighing everything, provided unanimous action along that line could be secured, while others raised the question of the practicability of such an undertaking and the expense it would incur.

In reply to the question of expense, one member stated that the trial clearly demonstrated that there would be additional revenue to his road of about \$3,000.00 per year over and above any extra expense incurred.

After considerable discussion of the subject the following was offered and unanimously adopted:

Moved, that the matter of weighing, together with report submitted, be referred to the Local Agents for recommendation to the Superintendents at next meeting.

Election of Officers.

The election of officers resulted as follows:

Central Association of Railroad Officers—President, Mr. D. S. Sutherland; Vice-President, Mr. J. W. Sherwood; Secretary-Treasurer, Mr. Wm. Grogan.

Standing Committee, Interchange Car Inspection.

Transportation Department—L. S. & M. S. Ry. and Pennsylvania Co.

Mechanical Department—A. A. R. R., M. C. R. R., T. & O. C. Ry. and Wabash R. R.

Executive Committee, Toledo Car Service Association.

Messrs. W. H. Potter, T. F. Whittelsey, F. J. Stout, W. F. Bradley and A. H. Smith.

Printing Rules and Standing Regulations.

The Secretary was authorized to have printed in book form, the rules and standing resolutions of the Central Association of Railroad Officers, Toledo Interchange Car Inspection and Toledo Car Service Association.

The Secretary was also authorized to have printed in pamphlet form, the rules of the Toledo Association of Local Freight Agents.

Complying with Agreements.

Mr. Sutherland: We come together and agree to certain things and then very often we find the agreements are violated or evaded, particularly in the matter of Interchange Car Inspection.

For instance, a car comes into Toledo, and it is not up to the requirements of Interchange Inspection and because some road stands up to the letter of inspection the car is offered to and accepted by some other road, although it will not pass inspection and this is done simply to get the freight. I consider such action a clear evasion of the rules. The car belongs to the road it is consigned via and should not be turned over to any other. As I take it, if any road is too rigid in the matter of inspection it can be brought in line through the Association and the Chief Inspector can force a road to take a car, if in his judgment it is right and proper.

Mr. Potter: I think Mr. Sutherland's position is entirely correct and if it applies to the Pennsylvania Co., and my attention is called to a case, I will correct it.

Mr. Whittelsey: Think there is no question at all as to correctness of Mr. Sutherland's position.

On motion adjourned.

Car Service.

Mr. W. H. Potter, Chairman.

Chairman: Mr. Sutherland referred some papers to me as Chairman of this Committee and I passed them around to the other members and have not received them back as yet. Mr. Sutherland explained that papers referred to were in connection with the Woolson Spice Co.'s business. When the rules went into effect October 1, these people had a large number of cars with coffee on hand in Toledo.

They first cleaned up everything on the tracks of the L. S. & M. S. Ry., and started at what the M. C. had and unloaded the cars just as soon as they could. However, quite an amount of car service accrued, of which they have paid the greater part, and the representative of the Woolson Spice Co. felt that under the circumstances they should receive consideration, however promising to be governed by whatever the Car Service Association said was right.

The matter of limited team track facilities on the M. C. was also brought up in connection with this same commodity on the question as to whether cars could be charged against the Woolson Spice Co. before they were actually placed on unload track, and Mr. Sutherland stated that he had arranged to give them a certain number of car lengths of track room, and when the number of cars on hand necessitated their unloading two car switches in a day they would be expected to do so or pay car services and that he had notified his agent accordingly.

The manager stated if the arrangement for the Woolson Co. to unload by noon all cars on track, and the road to place

another switch at noon, which the Woolson Spice Co. were to unload during the afternoon, was carried out, there would be no delays to the Woolson Co. cars.

On motion adjourned to meet Monday, February 12, 1900.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, January 9, 1900.**

Meeting convened at 10:10 a. m. President Nichols in the
chair.

PRESENT:

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
"	.....W. E. BELL.....	Ass't Supt.
C. R. I. & P. Ry.....	C. L. NICHOLS	Superintendent.
"	.....W. S. TINSMAN	Trainmaster.
T. P. & W. Ry.	E. N. ARMSTRONG	Gen'l Supt.
R. I. & P. Ry.....	H. P. GREENOUGH.....	Superintendent.
L. E. & W. R. R.....	H. F. BICKELL.....	Asst. Gen. Supt.
"	.....H. A. BOOMER ,	Superintendent.
C. C. C. & St. L. Ry..	C. A. PAQUETTE.....	Superintendent.

HONORARY MEMBER: J. C. Dailey, Supt. Ill. Central.

VISITORS: J. W. Hill, Master Mechanic P. & P. U.; A. McCormick, Master Mechanic R. I. & P.; R. D. Fidler, Div. Master Mechanic C. R. I. & P.

Chairman: The proceedings of the last meeting will be approved as printed, unless there is objection. Our first subject is: "Shall trains be held for whiskey shipments?"

Secretary: I have letter from the Vandalia which states:

"Our road will be unwilling to enter into any agreement unless it is unanimous. If the C. B. & Q. and R. I. & P. will join the other roads in agreeing not to hold for whiskey shipments, our road will do the same.

(Signed) BENJ. MCKEEN,
Superintendent."

Mr. Armstrong: That leaves us just where we were before.

Mr. Greenough: We do not care to go in unless it is unanimous.

Mr. Bickell: I don't see that we can do anything more. If the C. B. & Q. maintain their position, that blocks proceedings. Their vote carries with it the votes of the R. I. & P. and the Vandalia.

Mr. Armstrong: We would be willing to go in without the R. I. & P. and the "Q," but would not want to do so without the Vandalia.

Mr. Bickell: I move the matter be referred to Mr. Throop, with the information that a unanimous vote hinges upon his favorable consideration, and that we ask him to give us a reply by the next meeting.

Seconded and carried.

Chairman: The next is: "What constitutes the delivery of a car at Peoria?"

Mr. Armstrong: I will say that I had a talk with different members of the P. & P. U. Executive Committee; the matter was not called up at their meeting, but those I spoke to all talked along the line that the stealages in the yards amounted to very little, and that if we put on watchmen such joint expense would be a perpetual item, and they suggested that such cost would be more in the long run than the saving from stealages, even if such losses were all of them done away with.

Chairman: Do I understand that this is a question between the P. & P. U. and its tenant lines principally?

Mr. Armstrong: Not entirely. You give us cars of mer-

chandise and these are in the P. & P. U.'s yards. In another sense, however, it is, as after the cars are put on the transfer your responsibility ceases.

Chairman: We deal with you through the P. & P. U.

Mr. Armstrong: You keep no record of seals on the transfer?

Mr. Tompkins: Yes, we keep a record, partly only. If a car indicates tampering, we break the seal and then reseal.

Mr. Bickell: The point, it seems to me, that ought to be settled is, first, whether or not the P. & P. U. are responsible, and if they maintain the position that they are not, then we ought to designate when the responsibility of the delivering line ceases, and when that of the receiving line begins, when delivery is made to the P. & P. U., or when car is placed in train of the receiving road. We ought to have an understanding one way or the other. I don't see that it makes any difference which way.

Mr. Paquette: You refer now to the contents of the car only, and not the car?

Mr. Bickell: It is my understanding the P. & P. U. now accept the responsibility for the car.

Mr. Tompkins: Yes, sir.

Mr. Paquette: Why not consider the delivery made when lading is furnished the connecting line and car is delivered to the P. & P. U. Suppose we deliver to the P. & P. U. a car for the Iowa Central; let the P. & P. U. act as agent of the Iowa Central, and have the Iowa Central assume responsibility when the car is delivered to the P. & P. U. and billing furnished their agent.

Mr. Bickell: That is all right; just so long as we avoid any interval between the time our responsibility ceases and the connecting line's begins.

Mr. Tompkins: When it is clearly shown that we damage the contents of a car we accept the responsibility. I do not understand that we dispute any claim where we damage the contents.

Mr. Armstrong: If the P. & P. U. smash up eight or ten

cars just back of the engine, they will probably assume the responsibility for the damage to the contents, but in less clear cases than that it is hard to get them to pay the damage.

Mr. Bickell: I move the matter be referred to a committee of three to investigate and bring in a report recommending some rules to govern.

Seconded by Mr. Paquette and carried.

Mr. Armstrong: I would suggest that the P. & P. U. be made a member of that committee so that any rules that are recommended they will abide by.

Chairman: I will name on that committee Mr. Boomer, Mr. Armstrong and Mr. Tompkins.

Chairman: The next subject is: "What rules are essential regarding the use of engine and valve oils?" (Discussion to be participated in by members of the Master Mechanics' Ass'n.)

Secretary: By your direction I sent invitations to the members of the Master Mechanics' Association to be present today, and several of them are here. The questions cited by Mr. Starbuck are as follows:

1. Would it be good practice to limit engineers in the consumption of engine and valve oils, requiring them to make a given number of miles on passenger and freight to the pint of engine and pint of valve oil consumed?
2. Would engineers, struggling for a record, be liable to run their machinery so dry as to cause the valves, guides, etc., to cut?
3. Would a locomotive, improperly lubricated, produce friction to such an extent as to reduce tonnage power?
4. Should engineers be permitted to exercise their own discretion as to the amount of oils necessary for proper lubrication?
5. What, if any, rules on the consumption of oils are in effect on the roads represented?

(Signed) R. B. STARBUCK.

Secretary: I have the following discussion sent by mail:

Terre Haute & Indianapolis R. R. Co.

Terre Haute, Ind., Dec. 28, 1899.

Mr. A. J. Elliott,

Sec'y Peoria M. M. & M. C. B. Ass'n, Peoria, Ill.

Dear Sir: Replying to the question propounded to the Central Association meeting and by them referred to the M. M. Ass'n, I will advise as follows:

Question No. 1. Yes, we think it good practice to limit enginemen in the consumption of engine and valve oils.

Question No. 2. In limiting engines to the amount consumed for machinery and valves, care should be taken to properly explain to the men that the object is to prevent wastage both from putting more oil on machinery and valves than is required to give good and effective service. There is some danger of cutting valves, guides, etc., but this can be obviated, I think, by closely watching.

Question No. 3. Yes, improperly lubricated locomotives will certainly produce friction enough to reduce tonnage power.

Question No. 4. As a rule engineers should not be prevented exercising their own discretion as to the amount of oil necessary for proper lubrication.

Question No. 5. We get up an individual monthly oil statement showing the performance of all enginemen individually. In connection with this we have a statement made of damage to locomotives due to want of proper lubrication. These statements are posted in the different roundhouses so that engineers may see them. Yours truly,

(Signed) W. C. ARP,
Superintendent M. P.

Big Four Route.

The Peoria & Eastern Railway Company.

Urbana, Ill., January 8, 1900.

Central Association of Railroad Officers,
Peoria Division.

Gentlemen: On the Peoria Division of the Big Four we have a limit to be placed on the amount of oil to be drawn for certain runs in certain service, and I think that it makes quite a saving to the Company. While we do not hold enginemen strictly to this limit, if they overdraw the limit they have got to make an explanation as to why it was necessary, and this is investigated by the Road Foreman of Engines and myself.

While I do not think the majority of the enginemen mean to be extravagant, I think they are inclined to be more careful, and it creates interest among them to know that such matters are being watched.

With our men it has created quite a rivalry to see who can make the best record with the least oil.

I attach schedule showing the limit placed on oils on the P. & E. While I am not positive we can reach this limit, if we come near it we will make quite an improvement.

I also think it is a good thing to have a check on all store-room supplies that are furnished train and enginemen.

When an engineman wishes any of the equipment he gets an order from the Round House Foreman, showing his name and engine number, and when he draws the supplies he has to turn in the old article, such as scoops, brooms, lanterns, burners, monkey wrenches, etc., before new ones are issued, and if for any reason they are lost, the Round House Foreman has to satisfy himself that such is the case before giving order, and when he does, he makes explanation on back of order.

The same rule applies to trainmen who get orders from Yardmaster.

Yours truly,

(Signed) JOHN MCCLURG, M. M.

No. 315.

Urbana, Ill., November 29, 1899.

All Enginemen: We are making a very poor showing as compared with other roads in the use of lubricating oils. I am lead to believe that a good deal of oil is wasted; *i. e.*, there is about twice as much used as is absolutely necessary.

In order to see if we can not improve the service in this respect, the following schedule has been suggested and will be adopted at once.

Passenger engines handling trains 33 and 46, 18 and 11, on 1st District, and trains 2 and 3 on 2nd District, will be allowed two (2) pints engine and $\frac{1}{2}$ pint of valve oil per 100 miles run.

Passenger engines on train 9, 11, 12 and 18 will be allowed 2 1-5 pints engine and 3-5 pint valve oil per 100 miles run.

Passenger engines on train 34 and 35 will be allowed $2\frac{7}{8}$ pints engine oil and 4-5 pint of valve oil per 100 miles run.

Ten-wheel freight engines will be allowed $2\frac{7}{8}$ pints of engine and 1 pint of valve oil per 100 miles run.

Consolidated engines will be allowed $3\frac{1}{3}$ pints of engine and 1 pint of valve oil per 100 miles run.

Ten-wheel freight and consolidated engines on locals will be allowed $1\frac{1}{8}$ pints valve oil per 100 miles run, allowance on engine oil to be the same.

Switch engines will be allowed 3 pints residue and $\frac{3}{4}$ pints of valve oil for each 12 hours.

Oil keepers will only issue oil on this basis except in cases of absolute necessity, and in all cases where this limit is exceeded, a special report giving cause must be made to this Office by the oil keeper. Yours truly,

(Signed) JOHN McCLURG,

M. M.

P. S. Oil per above schedule for round trip will be drawn in all cases at Urbana and Moorefield, except for Nos. 50 and 51.

Mr. Armstrong: What does he mean by residue?

Mr. McCormick: I think he means settlings.

Mr. Paquette: There is a residue from the use of gas engines at our water stations.

Chairman: Mr. Hill, we would like to hear from you.

Mr. Hill: This is a subject to which my attention was called a good many years ago. I was on a road where freight trains hauled about fifteen cars, and we had one engineman who would haul two more cars over his Division than the others. Upon investigation, I found that he used more care in his lubrication, and I was convinced then that it was good policy to let the enginemen use their judgment. A man who is competent to run an engine ought to be allowed to use his judgment. When you post an individual statement in the roundhouse, and a man finds he is behind, he will brush up, and if he does not, then you can get after him. A short time ago this question was up in the Western Railway Club, and emphasized. A paper by E. M. Herr, of the C. & N. W., appears in the January, '97, proceedings, page 244. It shows the result of testing on a certain engine, wherein the cylinder on the left side was well lubricated and developed 795 horsepower, while on the right hand the lubrication was curtailed, and the horsepower cut down to 589, a difference of 206 horsepower or over 25 percent. Without changing anything excepting lubrication, the right cylinder was then brought up in horsepower equal to the left hand. If that proves anything, it proves the foolishness of attempting to save ten cents' worth of oil. At a subsequent meeting the discussion was led by F. W. Dean, an eminent consulting engineer, in which he stated that, judging from the results shown in Mr. Herr's paper, there was no greater humbug than this question of oil economy; that it was certainly a case of saving at the spigot and losing at the bunghole, and that the flooding of bearings was, in his judgment, very important.

In the sentiments of these gentlemen I heartily agree. I do not believe in doing away with the personality of the men, thus making them a part of the machine, as they do in Europe.

I think the personal freedom which we give men in America accounts for our being in the forefront as a nation.

Chairman: Mr. McCormick, we would like to hear from you.

Mr. McCormick: I agree quite generally with the expressions made by Mr. Hill. I think there is a great difference in men. Some are naturally wasteful. I do not believe it is good policy to limit the men under all conditions. Conditions change, and the men should know that they are expected to render good service, and still save all they can, but never where they do so at the expense of hauling tonnage.

Chairman: We would like to hear from you, Mr. Fidler.

Mr. Fidler: Mr. Chairman and Gentlemen:—The Rock Island Road considers the saving in oil quite an item, although we don't limit our men to a particular amount, but leave that to their judgment. We issue a blue print every thirty days, showing the amount of oil, coal and other supplies furnished, and call the attention of any man who may be behind, whenever his record gets bad, but we find that the man who is behind all the time on oil, is generally behind on everything else, and that it will not pay to keep him in the service. This limiting oil is a matter we have watched, and we have found a great deal of oil wasted. We had an engineer on one run who used two gallons of engine oil at both ends of his run of 139 miles, where now four pints answers the purpose today. Extend this saving to 400 or 500 engines and you have a saving of say \$200. I did not expect to discuss this question, and hence did not prepare anything.

Chairman: I regret that Mr. Starbuck is not here, as he might have some questions to ask. It seems to be the opinion of the mechanical men not to limit enginemen, but to allow them to use their judgment.

Mr. McCormick: I do not understand that anyone has put an absolute limit.

Mr. Paquette: That circular of Mr. McClurg's was issued after we had taken up this matter of oils, and I don't think

that we ought to eliminate the personal equation in men. We have had hot boxes, and other trouble which indicate that it is not economy. I think it a good thing to leave the matter to the judgment of the enginemen, and if they are extravagant, get the road foreman of engines after them, and see what the trouble is.

Mr. Armstrong: I would like to ask the mechanical men if it would make any difference in the amount of oil necessary when an engine hauls say 24 cars, and when it hauls 12 cars.

Mr. Fidler: I do not think it would make any difference. They may use a little more valve oil with the 24 cars.

Mr. Tinsman: Suppose you change the question from tonnage to speed. Would it require any more oil for double speed?

Mr. Fidler: With increased speed, you would use more oil.

Chairman: Unless someone has something further to offer, the discussion on this subject will be declared closed. Our next subject is discussion of American Railway Association "Train Rules."

Secretary: Mr. McKeen, as Chairman on subjects for discussion, suggests that we have a blackboard to use in explaining the train rules. This suggestion came too late to be carried out at this meeting, but Mr. Tompkins offers to have one for the next meeting, if the members desire.

Mr. Tompkins: I will write to Mr. McKeen and see what sized board he thinks we had better have. The Vandalia may have some system of explaining the rules which will be of advantage to us.

Mr. Tinsman: I have seen a chart used by the C. G. W., whereby the respective rules, use of signals, etc., are demonstrated.

Chairman: I think it would be well to secure a blackboard, at our next meeting. Mr. McKeen will probably be present to explain its use.

Discussion of "Train Rules" Commenced.

The new train rules were then taken up seriatim.

Mr. Armstrong: In the general notice, "Employes, in accepting employment, assume its risks," do the roads present take a release, or do you hand the men the rules, and consider his acceptance of them as sufficient?

Mr. Bickell: I think the latter is the general practice.

Mr. Paquette: We have a man sign a regular form of application for service, which contains a special statement of the local dangers, low bridges, etc., and a form of release.

Mr. Dailey: We require the employees in the train service to sign a release blank, but this does not mention the structures—simply states the danger from structures, and then he signs another blank application, showing his previous employment, and this must receive the endorsement of two responsible parties who have known the applicant; this is sworn to before a notary public, then the applicant is examined as to his physical qualifications, and these applications are filed after a book record for ready reference is made of them.

Mr. Armstrong: On the question of physical examinations, how rigid are they? Do you limit the height for certain service? The Pennsylvania Co. have an age limit and a height limit, rather a limit as to shortness; the height and weight must correspond.

Mr. Bickell: Our company make no physical examination and require no release. An applicant signs a regular blank, giving his previous record, with two parties commending him, and it depends upon what service he is to enter, what kind of an examination he is given. If for brakeman, he is examined or rather instructed as to his duties, with the customary examination for sight and hearing.

Mr. Dailey: As to qualifications for position he is going to

fill, we have a question book, which is furnished all trainmasters and chief despatchers. These books are numbered and a file kept of them so that they will not fall into the hands of the men. This book contains certain questions for conductors to answer, others for brakemen, firemen, operators, etc.

Mr. Bickell: Suppose you employ a man with no experience?

Mr. Dailey: We occasionally let a man go over the road and see how the rules are followed, and then have him commit them to memory and answer the questions.

Mr. Boomer: When on the road as a student, do you take a release?

Mr. Dailey: Yes, sir. We make no distinction in the signing of our regular blank.

Mr. Bickell: As to comparing watches where no standard clock is accessible, I should like to inquire the practice.

Mr. Tinsman: Men who have no access to standard clocks must compare time with some employee who has such access, or get the time by telegraph.

Mr. Paquette: In the new rules we are just adopting this appears, "Conductors and enginemen whose duties preclude access to a standard clock must compare their watches daily with conductors and enginemen who have."

Mr. Bickell: What is the practice of roads as to registering watch comparisons? Do they use separate blanks, or the train register?

Mr. Tinsman: One register, with us. We find it better than on the separate blank.

Chairman: As a rule at our Freight Division Terminals, the counters are littered up, and the more books you have, the more mixup.

Mr. Bickell: That brings up the question of proper care of registers.

Mr. Dailey: Did you ever try the cabinet register? We tried it for several months, and were very favorably impressed

with it, but presume the expense has prevented our people from adopting it. They cost about \$10 apiece.

Mr. Tompkins: I move we adjourn and continue the discussion at our next meeting.

Seconded and carried.

Adjourned at 12:05 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

St. L. & S. F. Ry. . . . MR. A. J. DAVIDSON Supt. Transp.
St. L. Transfer Co. . . . MR. A. T. PERKINS.
Term. R. R. Ass'n. . . . MR. F. X. ROEDERER . . . Agent.
T. St. L. & K. C. Ry. . . Not represented.
T. H. & I. R. R. . . . Not represented.
Wabash R. R. MR. C. B. ADAMS Supt. Transp.
Wiggins Ferry Co. . . . MR. G. L. SANDS Manager.
National Stock Yards . . Not represented.

VISITOR: Mr. W. M. Prall, Manager Car Service Ass'n.

President Perkins: The minutes, I presume, are in the hands of all members; if there are no objection to any part of them they will be filed as approved.

Under the head of unfinished business I would say that when the subject of legislation on the matter of railroad brasses stolen from cars was brought up at our last meeting, it was overlooked that there would be no session of the Missouri Legislature during the year 1900. I presume, therefore, that subject will have to go over until next year.

The Secretary has no correspondence to read.

We have a report due from the committee on formulating list of non-transferable commodities, of which Mr. D. C. Fredericks is chairman.

Mr. Fredericks: This committee would like to ask the Association for further time to consider the question.

Mr. Fritch: I would like to ask if this committee is conferring with the Local Freight Agents' Ass'n in this matter?

Mr. Fredericks: No, we have not; at least I have not. I suppose if this Association says what commodities are not transferable, the local freight agents will certainly act under the instructions defined.

President: I presume the intent of Mr. Fritch's question is to find out whether the committee was getting information and advice from all valuable sources.

Mr. Davidson: In regard to this question I would say that the Kansas City Division passed some rules at their last meet-

ing on Wednesday of this week, this being one of the matters considered, and the Missouri Pacific would not agree to accept the rule unless they made all forest products transferable. The Kansas City Division has a list of non-transferable commodities, among which they include finished lumber, sash, doors and blinds. The Missouri Pacific would not agree to accept unless they permitted all forest products to be transferable, and I think it would be well for the committee to look into their findings.

Mr. McChesney: Is the Missouri Pacific represented here today?

President: No, sir. I presume the committee will consult as far as possible with all interests before making its report; and as we can probably expect a report at the next meeting, I will request some representative of the Missouri Pacific to be present when the report is brought up for discussion.

Mr. Adams: I think a committee of the Local Freight Agents' Association should meet with this committee; they handle the business; they know what difficulties arise in the transfer of freight, and I believe to get out an intelligent report that a committee from the Local Freight Agents' Association should join with this committee to advise, if nothing else. I would suggest that the chairman of this committee ask that Association to appoint a committee to meet with our committee for discussion.

Mr. Fritch: I make a motion that this matter be made a special order of business at the next meeting, and that the Secretary be requested to ask the Local Freight Agents' Association to appoint a committee of three to meet with committee of this Association to confer on the matter of formulating a list of non-transferable commodities.

Mr. Berry: I second the motion.

Mr. Fredericks: I would like to ask if that resolution names a date for meeting of the two committees.

President: I think there would be no difficulty in getting a committee from the Local Freight Agents' Association to

meet any time you see fit to call one; they are all residents of St. Louis and probably free to come at almost any time.

Mr. Fredericks: Will the Secretary advise me?

President: If you will notify Mr. Anderson, our Secretary, of the date of your meeting, he can arrange to have them present; he will advise their Association at once in regard to this resolution.

Those in favor of the resolution, please say aye.

The resolution is passed.

Mr. Roederer: Inasmuch as the Local Freight Agents meet next Monday it would be advisable to notify them without delay that the matter may be given prompt attention.

President: I will ask the Secretary to notify them today if possible.

That is all the business the Secretary has on his list; the meeting is now open for the introduction of new business.

Mr. McChesney: I am informed that on the 16th inst. the Central, Western and Southwestern Associations of Car Service Officers, and on the 17th the Railway Transportation Association, are to meet in St. Louis. I will move that this Association extend a welcome to the gentlemen of those two associations and that each member of this Association be a member of the reception committee to look after their wants and entertain them while with us.

Mr. Fritch: I second the motion.

President: It has been moved and seconded that this Association extend a welcome to the Association of Central and Western Car Service Officers on the 16th inst. and to the Railway Transportation Association which meets on the 17th inst., and that all members of this Division be considered an entertainment committee for such purpose, and that a special committee be appointed to look after any details and after the wants and comfort of the visiting gentlemen. Those in favor will please say aye. It is a vote.

I will appoint Messrs. Baulch, Dunlop and Collins on the Special Committee.

Mr. Roederer: On behalf of the Terminal R. R. Association, I beg to extend an invitation to the members of the two associations to make a trip over the Terminals. I would say to leave Union Station at any hour they may wish; go to Granite City via Merchants' Bridge and return via East St. Louis and Eads Bridge. I simply outline this trip, it being the customary route taken on such occasions. We can furnish train on Thursday, the 18th. I presume the gentlemen will be busy on the 16th and 17th with their affairs.

Mr. McChesney: I presume, Mr. Chairman, that would be a matter for the committee to entertain.

President: I was going to say that the offer of the Terminal R. R. Association will be referred to the committee. Possibly Mr. Adams, who is president of the Transportation Association, might like to say a few words about these associations to our members.

Mr. Adams: The Transportation Association was organized about one year ago; the first regular meeting was held in New York in June; the objects of the association are the discussion of all subjects pertaining to what might be termed the transportation department of railroads. Every railroad is eligible to membership, the same as in the American Railway Association; their action is simply recommendatory. There will be several very interesting topics for discussion. The business for the last six months has been so heavy, however, requiring every individual's time to be devoted to his own road's business, that the committees possibly will ask for more time to report; there will be discussions on many subjects, among them tonnage rating of engines, etc., and I hope every gentleman here and all other railroad men in and about this territory will attend the meeting.

I would like to say on behalf of the Wabash that anything this committee may desire in the way of tracks and equipment are at their disposal.

Mr. Roederer: As to whether the meetings are open, I will say I am a member of the Central and Western Association of Car Service Officers and that their meetings are at all times open

for railroad men. I understand from Mr. Fredericks that there is to be a meeting of another association—the Southwestern Association of Car Service Officers at the same time.

Mr. Fredericks: Their meeting is on the afternoon of 16th.

President: I presume we should include that association in our invitation, and the Secretary will please do so.

Mr. Fritch: I would like to bring before the meeting the question of storing spelter and pig lead in freight houses. It is a matter of importance to several lines, and while it is in a measure a traffic matter, it resolves itself into a transportation matter on account of the evasion of car service.

Mr. Davidson: Is that not in the hands of a committee?

President: The entire question of storing freight in freight houses was up some time ago but no definite results were obtained; the matter was taken up with all lines and some of them refused to go into an agreement in regard to it.

Mr. McChesney: Did not the Secretary get a vote by ballot on this matter?

President: Yes, sir, on the general question; this special matter of the storage of pig lead and spelter was up quite a while ago and then the general subject of storage of carload freight was brought up by Mr. C. F. Parker, of the Illinois Central, at the September meeting. I find in the minutes that the pig lead and spelter question was brought up by Mr. Burlingame in April, and there was some discussion on the practice and the only result was that it was decided no action could be then taken. After the car service rules went into effect the matter of storage assumed more prominence and then the general subject was brought up by Mr. Parker. The reports from the various roads printed in the November proceedings show considerable difference in practice. There have been several attempts on each side of the river to make agreements to discontinue storage and they have always failed. This matter of storing pig lead and spelter I feel is fully as interesting to the west side as the east side lines because while the car service rules now overcome a large part of the difficulty we used to

have, it doubtless is a fact that western cars loaded with pig lead, etc., waiting to be unloaded in warehouses, are suffering delay. Before the car service rules went into effect we had numerous cases of cars being held in East St. Louis loaded with pig lead for 60 days or more. Of course that is cut down very materially now.

Mr. Fritch: The Louisville Association at its December meeting passed a resolution placing a six days' limit on inbound and two days on freight outbound and it has worked a wonderful revolution in the facilities. I think it would be well to canvass the matter fully. The practice now existing is simply an evasion of car service rules, and you will agree that car service rules have served to largely increase our facilities so far as tracks are concerned.

President: After the end of the time limit what is done?

Mr. Fritch: The freight is sent to a public warehouse at owner's risk.

Mr. Davidson: Not unloaded in house?

Mr. Fritch: Subject to car service rules if unloaded in warehouse.

Mr. Davidson: If it is to be considered an evasion of car service rules, can the manager suggest some new rule to cover?

Mr. Prall: I notice an attempt in that direction in the resolution adopted by the Columbus Division last October. It will do away with all other trouble except the movement of through cars destined to certain points which do not move forward. The rule is very easy to execute, simple and convenient. It is as follows:

(a) "All freight taking carload rates will be subject to car service and trackage charges."

This is practically the same as our rule.

(b) "Railroads will not furnish help, either for loading or unloading freight taking carload rates."

This is not essential at the present time; at same time I think it should be adopted.

(c) "To release cars, railroad companies reserve the right

to send carload freight to a public warehouse at the expiration of the free time, at cost and risk of owner."

This is also incorporated in our rules.

(d) "Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates."

(e) "Railroads will cause all less than carload freight remaining in their warehouses more than five (5) days to be removed to public warehouse at cost and risk of owner."

The adoption of (d) alone would result in stopping the present practice of storing carload freight. The (e) we could get along without until the necessity for such a clause had been proven. I should recommend that this Association adopt these rules, and recommend that the Car Service Association should also adopt them.

Mr. Fritch: Were any exceptions made to any commodities?

Mr. Prall: No, sir; it is simply a condition of the car service problem. The present system makes the railroad a distributing agent, which adds to the railroad's expense, and does not add to the volume of their business.

President: All railroads in St. Louis and the greater part in East St. Louis are really doing four things in this connection at the present time, all of which are very expensive to the railroad companies. In the first place, they are unloading in their warehouses carloads of quite a list of different commodities which are stored for a greater or less length of time; in the second place, they are loading on their own tracks, with their own men, carloads of a considerable list of commodities at considerable expense to themselves; in the third place, railroad companies are paying the Terminal R. R. Association and the Cupples Station Co. for loading certain carload freight, and, in the fourth place, are paying the Terminal R. R. Association and Cupples Station for unloading certain carload freight. I do not think the Terminal R. R. Association is in the business

of loading and unloading freight for the profit there is in it; at the same time, the railroad companies are paying approximately 20 cents per ton for handling such business. The railroads are paying at Cupples Station a charge of from 20 to 26 cents per ton for loading more or less carload freight and a charge of practically an average of 12 cents per ton for unloading carload freight; for all of which there is no real reason except a lack of agreement among railroad companies. I believe there is no greater service that this Association could do to the various railroads here than to agree to cease entirely the unloading and loading of carload freight or in assisting in such unloading and loading.

Mr. Adams: The Toledo Division of this Association adopted rules a few months ago, and they are in successful operation today. We refuse, in the Toledo Division, to furnish labor or bear any part of the expense for loading and unloading freight taking carload rates. In addition to that, on all freight that is unloaded in the warehouse, if not removed within a reasonable time (I think 48 hours), storage is charged.

Mr. Davidson: There seem to be two subjects being considered. So far as the storage question is concerned, the 'Frisco Line is interested a little. We handle some spelter and pig lead, and it is delivered by team, but the question of expense connected with the handling of carload business I consider of great importance, and I believe the practice is no labor will be furnished for carload business other than at the railroad stations. Regarding the expense of handling carload business at Cupples and other stations, I will make a motion that a committee of three be appointed to investigate the question of expense for handling carload shipments at terminal stations, and report at the next meeting, if possible.

Mr. Fritch: I second the motion.

President: It is moved and seconded that a committee of three be appointed to investigate thoroughly the subject of railroads loading and unloading carload freight at the various freight stations and adjacent tracks, including Cupples Station

and Union Freight Depot; the investigation to cover questions of facts, expense and policy.

It is a vote. Committee: A. J. Davidson, L. C. Fritch, A. T. Perkins.

Mr. Fritch: I would like to offer an amendment to the motion, to read, the committee be appointed to investigate the question of railroad companies furnishing labor in loading and unloading carload freight and freight on team tracks.

Mr. Davidson: The motion was intended to cover the question thoroughly; that is, the expense of handling carload freight on team tracks because it is an expense to the different companies if they furnish labor for that purpose.

President: If there is no objection Mr. Fritch's point will be included as a part of the motion.

Mr. Fritch: I make a motion that a committee of three be appointed to investigate the question of storing freight in freight warehouses and on freight house platforms.

Mr. Roederer: I second the motion.

President: It is a vote. I believe this question should be referred to same committee as the previous subject; but will reserve privilege of appointing a different committee for this, if that should prove desirable, later.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., January 10, 1900.

The meeting was called to order by President Starr at 2:30 p. m.

The representation was as follows:

A. T. & S. F. Ry.	Mr. J. W. STARR.....Supt. Ter.
" "	Mr. C. W. KOUNS.....Supt. C. S.
C. G. W. Ry.	(Not represented.)
C. M. & St. P. Ry.	Mr. D. W. RIDER.
C. R. I. & P. Ry.	Mr. W. H. STILLWELL..Supt.
" "	Mr. C. W. JONES.....Div. Supt.
" "	Mr. A. T. ABBOTT.....Div. Supt.
" "	Mr. J. R. BLAIR.....Trainmaster.
" "	Mr. R. R. SUTHERLAND,Trainmaster.
H. & St. J. R. R.	Mr. F. G. FISH.....Asst. Supt.
K. C. Belt Ry.	Mr. D. W. RIDER.....Supt.
K. C. E. S. & M. R. R.	Mr. H. S. MITCHELL..Supt.
" "	Mr. R. V. MILLER....Trainmaster.
" "	Mr. DAN CONNOR.....Ass't T. M.
K. C. N. W. R. R.	Mr. R. P. ISITT.....Agent.

K. C. P. & G. R. R. . . . MR. J. J. MERRILL . . . Supt. C. S.
" " . . . MR. E. PHENNEGER . . . Agent.
K. C. St. J. & C. B. R. R. MR. G. M. HOHL . . . Supt.
" " MR. E. G. FISH . . . Asst. Supt.
" " MR. R. K. SMITH . . . Asst. Supt.
K. C. Sub. Belt R. R. . . MR. F. B. PARKER . . . Gen. Supt.
M. K. & T. Ry. . . . (Not represented.)
Mo. Pac. Ry. . . . MR. C. E. CARSON . . . Supt. Ter.
" . . . MR. O. G. MUELLER . . . Supt. C. S.
St. L. & S. F. R. R. . . MR. A. J. DAVIDSON . . . Supt. Trans.
Union Depot Co. . . . (Not represented.)
Un. Pac. R. R. . . . MR. G. N. CURTIS . . . Agent.
Wabash R. R. . . . MR. JAS. LAUGHLIN . . . Trainmaster.

VISITORS: Mr. A. P. Hall, Supt. St. Joe Terminal Co.;
Mr. E. E. Mote, Manager Missouri Valley Car Service Ass'n.

President: The minutes of the last meeting having been published and distributed among the members, if there is no objection they will stand approved as printed.

Unfinished Business.

Secretary: There is no unfinished business.

Correspondence.

Secretary: I have received no correspondence.

Reports of Committees.

Report of Committee on Revision of Rules.

President: As I am Chairman of the Committee on Revision of Rules, I will ask the Vice-President to take the Chair.
(Vice-President Rider took the Chair).

Mr. Starr: Your committee, to which was referred the matter of revision of the rules, has finished the revision, and a copy of the proof has been sent to each member of the Association. As I understand the matter, it will be necessary to take the rules up one by one for approval, and in order that the work may be expedited, I move that, instead of voting upon each item separately, they be read by the Secretary, and if no objection is raised, passed without vote, and then, when the reading is finished, vote upon them as a whole. If objection is raised to any particular item, that item can be voted upon.

The motion was seconded and carried.

(President Starr resumed the chair).

(The rules were taken up in accordance with the foregoing and discussed at length, after which Mr. Mitchell offered the following resolution:)

That the rules as read and corrected on the proof be approved by the Association and the Secretary authorized to have them printed, and that the Committee on Revision be discharged.

Seconded and carried.

Report of Committee on Grain Door Question.

President Starr advised that the committee appointed at the December meeting to take up the grain door question had had several meetings, and on account of the holiday season having intervened had been unable to start a man to work checking up the elevators, as instructed by the Association, until January 10th. He requested that more time be given in which to complete the investigation and make full report.

Mr. Mitchell: I move that the Committee on grain doors be granted further time.

Motion carried.

New Business.

President: Is there any new business?

Checking Cars on Kansas City Belt Line.

Mr. Carson: I will state that during the present month I received a bill from the Kansas City Milling Company amounting to eighteen dollars, for checking cars at their mill, at the rate of sixty cents per car, accompanied by a statement that the checking was done by an employe of the Kansas City Milling Co. My impression has been all the time that this checking was done by an employe of the Kansas City Belt Railway Co., but it seems that this last month the Belt Railway notified the Milling Co. that hereafter they should render bills against the railways direct instead of against the Kansas City Belt. I took the matter up with Mr. Rider of the Kansas City Belt, and he advises that the checking is being done in the same manner that it has for years, and that he has simply been auditing the bills. I was surprised to learn that we have been paying sixty cents per car for checking cars by an employe of the mills where the loading is done. I presume that the same arrangement exists with all of the lines, and I believe we should discountenance such an arrangement, as such a check is practically no check at all.

Mr. Fish: We received a similar bill from the Kansas City Milling Co., and not having received any advice from Mr. Rider that he had discontinued the checking, I referred the whole matter to him and asked him for information, but up to this time I have not heard from him.

Mr. Mitchell: Mr. Rider told me that it is being done the same now as all the time; the Milling Co. has billed the Belt Railway, and the Belt Railway has in turn billed the other roads. It would seem that we have simply been paying the Milling Company a rebate of sixty cents per car.

President: When this question was up several months ago I took occasion to ask Mr. Rider if it was not a fact that in previous months he had sent his check clerk to the various in-

dustries, bills for checking cars at which he rendered against our line in particular and others in general. He told me that he never had had a check clerk, but that the checking was done by an employee at the various industries, and he had simply handled the accounts, for which he got nothing. That was a surprise to me. Our bill for the past month came along just as Mr. Carson's did, and I simply told my chief clerk to have a voucher rendered in their favor, treating it as an emergency matter, but intending to bring it up before this Association. I don't think an employee of the Kansas City Milling Co. is the proper man to represent us. The question to be considered, however, is, can we send a man to the Milling Co. to do the checking for sixty cents a car?

Mr. Carson: I think it is wrong in principle to have the checking done by an employee of the firm that loads the car, and I offer a resolution that a committee of three be appointed and instructed to take the matter up with Mr. Horstman, of the Weighing Association, with a view to having this checking done under his supervision.

The motion was seconded and carried.

President: I will appoint on this committee Mr. F. B. Parker, Mr. R. P. Isitt and Mr. E. Phenneger.

There being no further business the meeting adjourned.
Date of next regular meeting, February 14, 1900.

J. W. STARR,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, January 10, 1900.

The meeting was called to order at 10:35 a. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. Ry.....	MR. L. C. FRITCH.
C. & O. Ry.....	MR. M. L. AKERS.
Big Four Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. L. H. PARKER.
“.....	MR. W. H. NEWMAN.
“.....	MR. B. O'BANNON.
I. C. R. R.....	MR. W. J. HARAHAN.
L. & N. R. R.....	MR. J. B. ARBEGUST.
“.....	MR. H. G. DEMPFE.
L. E. & St. L. R. R.....	Not represented.
L. H. & St. L. Ry.....	Not represented.
P. C. C. & St. L. Ry.....	MR. BUSHROD W. TAYLOR.
“.....	MR. N. B. BOILVIN.
Southern Ry.....	Not represented.

The Chair: As the minutes of the previous meeting have been printed and distributed, the reading of them will be dispensed with if there is no objection.

The Chair: We have a special order of business here in

the proposed "Car Foremen and Inspectors' Association, of Louisville," which was passed over from the last meeting.

Mr. Taylor: Mr. Chairman, I do not know just the method of procedure, but I feel that we are not justified today in taking up for consideration the special order of business. I am unofficially advised that certain members are not prepared to act; and that being the case, I have to move that the special order of business be left in its present condition, and that it be made a special order of business for the next meeting.

Seconded and carried.

The Chair: The next thing in order is unfinished business. There is a report from a committee on the proposed switching rules at Louisville. I believe the Chairman is here with his report. Mr. Harahan, will you read your report, or let the Secretary read it?

Mr. Harahan: Let the Secretary read it.

The Secretary then read the following:

Mr. J. C. Loomis,
Secretary Central Ass'n of Railroad Officers,
Louisville, Ky.

Dear Sir: The Committee appointed on March 8, 1899, which made a report on May 8, 1899, on the rules proposed by Mr. Akers for the handling of switch cars within the switching limits of Louisville, beg to submit the following report: It being the unanimous report of the Committee, as advised above, a report was made on May 8, 1899; this report, however, was made by a majority of the Committee and the minority member, who was Mr. Klein of the L. & N., did not make a report at that time, as there were certain arrangements which his general officers desired to have made at other points, which they considered necessary for their own protection, before agreeing to these rules at Louisville. This being the case, a majority report was made with a view of endeavoring to reconcile the objections expressed to the rules by the minority member. As the minority member is now willing to join in the rules, on

account of the differences mentioned above having been adjusted, it makes quite a change in the situation and makes it advisable to make an entirely new report, and consequently to take a new vote upon it. The following is the report, and in referring to the rules I refer to the original list of rules proposed and not to the report made by the majority:

Rule No. 1, to be adopted as proposed.

Clause "A," to be adopted as proposed.

Clause "B," to be adopted as proposed.

A Clause "C" to be inserted as follows:

"Cars delivered at industries, or on tracks, reached by more than one road, shall be moved out only by the road making delivery, except as provided for in clause 'B.'"

Rule No. 2. To be changed to read as follows:

"When the delivering road desires a car delivered to another line which is its proper home route via Louisville, it must card the car under load showing home route on the card, and the switching road will respect such routing at its option when the car is made empty."

Rule No. 3. To be changed to read as follows:

"It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car which has been delivered them for switching inside the switching limits to be reconsigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line."

Rule No. 4. To be adopted as proposed.

Rule No. 5:

"The initials of the cars shall be proof of ownership."

The Committee recommends the elimination of the list of transferable commodities.

Respectfully submitted,

(Signed) W. J. HARAHAN,

Chairman.

(NOTE.—Original rules referred to are printed in the March proceedings.)

After some discussion the following motion was offered:

Mr. Harahan: Mr. Chairman, I move that the matter be taken up with the K. & I. and Louisville Bridge Co's, to obtain their assent to these rules. That at the same time a letter ballot be taken of all roads to see whether or not they are willing to put these rules into effect.

Mr. Fritch: I second the motion.

Mr. Taylor: In speaking on the motion, I think we are making a distinct mistake. I believe it is a good idea to attend to our own business, and to let the other fellow alone up to the point where he is called upon to express his opinion. The Central Association of R. R. Officers has the right to act. The K. & I. and Louisville Bridge Co's are not members of that Association. In their business they simply act as agents, and I think it reasonable to assume that, as our agents, they are willing to act according to our instructions. I think it is proper for us to adopt the rules and then ask them to conform to them as our agents, and I do not think we will add anything to our knowledge or benefit by delaying action in order that two outside parties may come in and attend to our business. I am, therefore, opposed to this motion, and will vote against it; my desire being to get the matter before the Association for action by the Association.

The Chair: I regret very much that the motion calls for a letter ballot. I still think that we could pass it here and then take the matter up afterwards, and immediately, with the Bridge Co's. I am satisfied that there will be no objection in regard to the switching rules, and it takes a long time to get replies to letter ballots.

The vote on Mr. Harahan's motion was then taken by roads and resulted as follows:

Aye.	Nay.
B. & O. S-W.,	C. & O.,
C. I. & L.,	Big Four,
I. C.,	P. C. C. & St. L.
L. & N.	

Mr. Fritch: I move that a committee of three be appointed to see the K. & I. and Louisville Bridge Co's, with a copy of these revised rules, and induce them to adopt same.

Mr. Harahan: I second it.

The Chair then appointed the following committee: Mr. W. J. Harahan, Mr. L. C. Fritch and Mr. W. K. Morley.

The Secretary: Mr. Chairman, here is a report of the resolutions adopted by the Local Freight Agents' Association in accordance with instructions issued by this Association regarding the furnishing of labor to load or unload team track freight. We have here also a report from the Local Freight Agents' Association, giving us copies of their resolutions carrying out our instructions regarding the free storage of freight.

Mr. Taylor: I move that the communications be read and taken under consideration. As I understand, it will take some action on the part of this Association to conclude the matter.

The Secretary then read the following:

“(a) Whereas, on December 13, 1899, the Central Association of Railroad Officers, Louisville Division, passed the following resolution:

“‘No labor will be furnished by the railroad companies in loading or unloading carload freight on team tracks, with such exceptions as may be granted by the Central Association of Railroad Officers, Louisville Division, after proper application to said Association by the local agent at interest, through and with the recommendation of the Local Freight Agents' Association.

““(b) The railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates, with certain exceptions to be obtained in the manner noted above,’ and

“Whereas, the Central Association of Railroad Officers, Louisville Division, has transmitted its resolution, as noted above, to the Local Freight Agents' Association, with instructions to put said ruling into effect, commencing January 1, 1900,

“Now be it resolved, that this Association adopts the above resolution as effective and binding upon all Louisville lines, beginning with January 1, 1900, and that carload commodities which may be excepted for handling through the freight houses shall be definitely specified by a committee of four, two members to be selected each from Northern and Southern lines, to be appointed by the President, and to report at the next regular meeting of this Association, on December 28, 1899.

“The President appointed Messrs. Dempf, Stovall, Hudson and Boilvin as a committee to meet in the Association room at 10:30 a. m., Wednesday, December 20th, and to report list of carload commodities which may be properly handled through freight houses at the next regular meeting of the Association, on December 28, 1899.”

The Secretary also read the following:

J. C. Loomis, Esq.,

Secretary Central Association of Railroad Officers, City.

Dear Sir: Next attached you will find copy of resolution which was adopted at a meeting of this Association held December 28, 1899.

Yours very truly,

(Signed) CHAS. O. KROENER,

Secretary Local Freight Agents' Association.

“Whereas, in accordance with resolution passed December 15, 1899, governing the furnishing of labor to assist in loading and unloading freight on team tracks and sidings, the committee appointed on that date has recommended that the following commodities in carload lots may be handled in freight houses:

“Agricultural implements, beans, boilers, bottles (in packages, for distribution only), canned goods, cartridges, cotton, cereals (all kinds), coffee (all kinds), flour (in barrels or bags), fruit (dried), glass, plate (for distribution only), grate castings, lard (in packages), leather (in rolls or bundles), licorice mass, machinery, mantles, matches, meat (in packages), molasses, paper (in bundles or rolls), paper, old (in bales), peanuts, pipe (cast iron), rags (in bales), smoke stacks, spirits, stamped ware,

stoves, sugar (in barrels or bags), syrup, glucose, tobacco, whiskey, woodenware (for distribution only), wool.

"Now be it resolved, that such articles in carload lots may be loaded and unloaded in freight houses at the option of the individual lines.

"It is further resolved, that a copy of the resolution of December 15, 1899, and a copy of this resolution be transmitted to the Secretary of the Central Association of Railroad Officers, Louisville Division."

Mr. Taylor: I move that the authority requested by the Local Freight Agents' Association, with reference to the exceptions to the general rule shall be conferred by this Association.

Mr. Arbegust: I second the motion.

(A lengthy discussion was here entered into, objection being made by some roads to the length of the list of exceptions proposed by the Local Freight Agents' Association.) The vote on Mr. Taylor's motion was finally taken by roads and resulted as follows:

Aye.	Nay.
L. & N.	B. & O. S-W.
P. C. C. & St. L.	C. & O.
	C. I. & L.
	C. C. C. & St. L.
	I. C.

Mr. Fritch: I move that a committee of six be appointed by the Chair, three of which are to be chosen from the Central Association of Railroad Officers and three from the Local Freight Agents' Association; this question to be referred to them for report at the next meeting of this Association.

Mr. Taylor: It would seem to me that the more proper way, possibly, to accomplish the same result would be to appoint such a number of members from this Association as may be desirable to meet in conference with the committee making this report, and from their joint deliberations come to us with further report.

Mr. Fritch: I will accept Mr. Taylor's suggestion as an amendment to my motion.

The motion was then put and carried.

The Chair: I will appoint on that committee Mr. Taylor, Mr. Harahan and Mr. Fritch.

The Secretary then read the following from the minutes of the Local Freight Agents' Association:

"Whereas, on December 13, 1899, the Central Association of Railroad Officers, Louisville Division, passed the following resolution, governing the storage of freight in freight houses:

"RULES.

"1. All freight unloaded on freight platforms in railroad freight houses may be allowed six (6) days' free storage, beginning from 7 a. m. next succeeding its arrival. If, at the expiration of the free time above provided for, the freight has not been removed by the consignee or his agent, and the removal has not been or is not being delayed by reasons for which the railroad company is responsible, then shall the freight be sent to a licensed warehouse at the risk and expense of the consignee, and all freight charges must be collected from the warehouse at the time of the delivery of the freight.

"2. The usual notice to the consignees of the arrival of freight shall be stamped as follows:

" 'If, at the expiration of six (6) days from the 7 a. m. next following the arrival of this shipment, it has not been removed from the company's freight house, it will be stored in a public warehouse at the consignee's risk and expense.'

"3. Freight received on platforms of freight houses for forwarding shall not be held for forwarding instructions longer than two (2) days from the 7 a. m. next following delivery. If, at the expiration of that time, forwarding instructions have not been supplied, such freight shall be sent to a licensed warehouse at shipper's risk and expense.

"And whereas, the said resolutions were transmitted to the Local Freight Agents' Association, with instructions to put same into effect on January 1, 1900,

"Now be it resolved, (a) That all members of this Association are hereby instructed to strictly enforce all provisions of said rules, beginning January 1, 1900, and

"Be it further resolved, (b) That the Secretary of this Association is hereby instructed to insert the following notice on three different dates in all the Louisville papers between now and January 1, 1900.

"NOTICE.

"Beginning January 1, 1900, the following railroad companies will not hold shipments of freight in their freight depots or on their platforms longer than six days following date of arrival. If, at the expiration of six days' time, shipments have not been removed from company's freight house, they will be stored in a licensed warehouse at consignee's risk and expense. Freight received on platforms of freight houses for forwarding will not be held for forwarding instructions longer than two days, and if, at the expiration of that time, forwarding instructions have not been supplied, such freight will be sent to a licensed warehouse at shippers' risk and expense:

"Baltimore & Ohio Southwestern R. R., Chesapeake & Ohio Ry., Cleveland, Cincinnati, Chicago & St. Louis Ry., Chicago, Indianapolis & Louisville Ry., Illinois Central R. R., Louisville & Nashville R. R., Louisville, Evansville & St. Louis Con. R. R., Louisville, Henderson & St. Louis Ry., Southern Ry., Pittsburg, Cincinnati, Chicago & St. Louis Ry., and

"(c) Be it further resolved, that the Secretary is hereby instructed to print as many hand bills, containing the above notice, as may be ordered by each agent, for distribution to shippers, draymen and others at the various freight offices, and

"(d) Be it further resolved, that the Secretary of this Association be and is hereby instructed to obtain a sufficient number of stamps to supply the requisitions of each local freight agent,

which stamps shall include the following lettering, so arranged as to be plainly legible when stamped across the face of expense bills and freight notices, or postal card notices, and yet not obscure the writing on such expense bills, notices, etc. :

“ ‘If, at the expiration of six days from the 7:00 a. m. next following the arrival of this shipment, it has not been removed from the company’s freight house, it will be stored in a public warehouse at the consignee’s risk and expense;’ and

“(c) Be it further resolved, That the receipt of the resolution from the Central Association of Railroad Officers, Louisville Division, be acknowledged, and that a copy of these resolutions be transmitted to the Secretary of that Association.”

The Chair: You have heard the reading of the communications from the Local Freight Agents’ Association. What shall be done with them?

Mr. Taylor: I move the acceptance of the communications of concurrence of action therein reported, and that by resolution we request that at the earliest consistent date the Local Freight Agents’ Association shall recommend to this Association a reduction in the amount of free time granted under the practice inaugurated.

Seconded and carried.

The Chair: The next in order is new business. Has any member anything he would like to bring up?

Mr. Fritch: I would suggest that we consider the question of whether or not it would be advisable to appoint a standing committee on car service. I see that this is being done by some of the other Divisions on account of certain transportation matters which the Car Service Executive Committee are not in as good position to handle as a committee of the Central Association would be.

Mr. Harahan: It seems to me that the Central Association of Railroad Officers and the Car Service Association are so closely allied that the Executive Committee of the Car Service Association really covers the duties of any standing committee appointed by the Central Association of Railroad Officers might

have to perform, and that there is really no necessity for appointing another committee.

Mr. Fritch: I would like to hear an expression from some other members.

Mr. Taylor: I have not given the matter that thought it deserves in order to take action with reference to the subject. My first impression is that it would be a mistake on the part of this Association to appoint such a committee. I can not see but that the Executive Committee of the Car Service Association is fully equipped to cope with all the questions that may properly come before it, and I am distinctly of the opinion that the members of the Central Association should desire to keep separate as far as possible the two organizations. Thinking that way about it, I can not be in favor of appointing such a committee as is suggested.

The Chair: Mr. Fritch, do you desire to put your suggestion in the form of a motion?

Mr. Fritch: No, sir.

The Chair: Is there any further new business?

The Secretary: Before we adjourn I would like to ask when to call the committee together appointed to confer with the committee from the Local Freight Agents' Association.

Mr. Taylor: I move, Mr. Chairman, that the Secretary be instructed to advise the Association of Local Freight Agents that the Central Association has under consideration the communication we have this morning discussed, and that incident to such consideration ask of them a conference between their committee and the committee appointed by the Chair to represent this Association. Having received a reply to that, we will arrange upon a time of meeting that will be most convenient to all hands.

There being no further business, the Association adjourned at 12:30 p. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS.
PROCEEDINGS.


FEBRUARY.


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1900.

PRESS OF C.J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
 F. L. TOMPKINS.....1st Vice-Prest.
 G. W. BENDER.....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
 F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

DIVISIONS.

A. GALLOWAY.....	President.....	Cincinnati Division.
A. A. ZION.....	"	Indianapolis "
W. C. LOREE.....	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.....	"	St. Louis "
D. W. RIDER.....	"	Kansas City "
M. L. AKERS.....	"	Louisville "
W. H. BRIMSON.....	Vice-President.....	Cincinnati Division.
C. A. PAQUETTE.....	"	Indianapolis "
T. J. ENGLISH.....	"	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
B. McKEEN.....	"	Peoria "
EDWARD DUNLOP.....	"	St. Louis "
D. W. RIDER.....	"	Kansas City "
C. J. KLEIN.....	"	Louisville "
O. G. FETTER.....	Secretary	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
O. G. FETTER.....	Treasurer	Cincinnati Division.
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

EXECUTIVE COMMITTEE.

Annual Meeting of the Executive Committee of the Central Association of Railroad
Officers, held in Room 212 Union Station, St. Louis, Mo.,
February 5, 1900.

The meeting was called to order at 10:15 a. m. by President Carson.

Those present were:

MR. C. E. CARSON Supt. Ter. Mo. Pac. Ry.
MR. F. L. TOMPKINS Gen. Supt. P. & P. U. Ry.
MR. G. W. BENDER Supt. Ter. C. C. C. & St. L. Ry.
MR. T. F. WHITTEELSEY . Gen. Supt. T. & O. C. Ry.
MR. A. GALLOWAY Supt. C. H. & D. Ry.
MR. M. L. AKERS Supt. Ter. C. & O. Ry.
MR. A. T. PERKINS Supt. Ter. Burlington Route.
MR. BENJ. MCKEEN Supt. Vandalia.

Selection of Date and Place for Holding the Next Annual Meeting.

It was moved by Mr. Galloway, seconded by Mr. Akers, and unanimously carried, "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900."

Committee on Arrangements.

The President appointed Mr. Akers as a committee of one to arrange for holding the annual meeting at Louisville.

The Railroad Tramp.

Mr. Galloway called the attention of the members to several articles which had been written by Josiah Flint on the "Railroad Tramp," calling particular attention to an article in the February number of Munsey's Magazine, and suggesting, as this was a subject in which all railroads were vitally interested, that it might be well to endeavor to secure Mr. Flint to prepare a paper and address the annual meeting on this subject, giving his experience as a railroad tramp, and also his views as to the best method to be pursued in ridding the railroads of him.

After considerable discussion it was moved by Mr. Galloway, seconded by Mr. Perkins, and carried, "that the Secretary be instructed to correspond with Mr. Flint, stating to him that the railroads had taken considerable interest in his various articles on this subject, and asking whether or not he would be willing to prepare a paper and address the annual meeting of the Central Association of Railroad Officers to be held at Louisville, Ky., July 17 and 18, 1900, on this subject, and if so, what compensation he would ask, aside from his expenses."

Papers to be Presented at the Annual Meeting.

It was moved by Mr. Whittelsey, seconded by Mr. Tompkins, and carried unanimously, "that each Division member of this Association be requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting to be held at Louisville, Kentucky, July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject of their

paper will be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting."

Adjourned 11:55 a. m.

C. E. CARSON,
President.

O. G. FETTER,
Secretary.

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, held at the Office of the Secretary, Room 71, Carew Building, Cincinnati, Ohio, Tuesday, February 13, 1900.

The meeting was called to order at 11:10 a. m. by President Brimson.

The following roads were represented:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON.....	Supt.
“	....MR. C. C. RILEY.....	Supt. C. S.
C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON ...	Supt.
“	....MR. B. F. SIPP.....	Supt.
“	....MR. F. M. LAWLER	D. M. M.
“	....MR. MASON RICKERT	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	.....MR. W. T. SMITH.....	A. M. M.
C. N. O. & T. P. Ry...	MR. J. P. MCCUEN.....	Supt. M. P.
“	....MR. J. W. HOOD.....	Trainmaster.
“	....MR. E. D. CASEY.....	Agent.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“	.....MR. LEWIS HOOD.....	Supt.
“	.....MR. WM. ADAIR.....	D. M. M.
“	.....MR. PULASKI LEEDS.....	Supt. Mch'y.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

President: As the minutes of the last meeting have been published we will dispense with their reading.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: At the December meeting the committee appointed to investigate this matter submitted report, and I was directed to refer copy of same to all members for letter ballot. I am now in receipt of replies from all roads, and the matter stands, B. & O. S-W. R. R., C. & O. Ry. and L. & E. Ry. in favor of the report; C. H. & D. Ry., C. C. C. & St. L. Ry., C. N. O. & T. P. Ry., Erie R. R. and P. C. C. & St. L. Ry. opposed to adopting the report; Cin'ti Nor. R. R. and L. & N. R. R. in favor of the report with the exception of the last paragraph; and no definite answer from the C. & M. V. Ry.

President: What action do you wish to take in regard to this matter?

Mr. Arnold: I think it would be well to recommit the matter to the committee for further investigation and report.

Mr. Lewis: As a member of the committee, if the matter is to be sent back to the committee, it is no more than right that the committee should know the objections of the roads voting against the report.

Mr. Arnold: That was my idea in referring the matter to the committee again; they can take the matter up with the roads voting against the report, and perhaps arrive at some report that will meet the views of all.

President: It might be well to hear from the roads represented here today who have voted against the report.

Mr. Houghton: We object to the report on account of paying for the transfer.

Mr. Arnold: Our Superintendent of Transportation took exceptions to the last part of the report.

Mr. Galloway: Our people object to the report on general principles, they being opposed to adopting any rules that are at variance with the American Railway Association rules.

Mr. Riley: The only difference between the rule proposed

and the American Railway Association rule, is, that the word Cincinnati is substituted to meet all requirements.

Mr. Galloway: If that is the case, the C. H. & D. Ry. is ready to vote for its adoption.

Mr. Houghton: I would like to call attention to the fact that the rule is not identical with the American Railway Association rule. It has always been a question with us which road is responsible for the transfer, and this report makes the delivering line responsible in every instance. Some of our western connections require us to transfer, and pay for the transfer, and we are not going to enter into any agreement that will make us pay for the transfer again at the other end of the road. The American Railway Association rule is all right if everyone will live up to it.

Mr. Arnold: I move that the report of the committee and all correspondence be recommitted to the committee with instructions to investigate further and report at the next meeting. Seconded and carried.

Charging for Pintsch Gas in Passenger Equipment in Interchange.

The Secretary read the following:

Cincinnati, Ohio, February 13, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection held this date the following report was submitted by sub-committee relative to charging for Pintsch gas in passenger equipment interchange, and it was moved and carried "that the report be received and referred to the Central Association."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Charging for Gas in Passenger Equipment in Interchange.

Ludlow, Ky., February 8, 1900.

Standing Committee,
Central Ass'n of R. R. O.,
Cincinnati Division.

Dear Sirs: Your committee, appointed at the meeting held October 24, 1899, to investigate the matter of charging for Pintsch gas in passenger equipment in interchange would report having taken the matter up with the Pullman Company immediately on receipt of the Secretary's notice of the appointment, and have just received a reply this date, which is herewith transmitted for your information. In view of the Pullman Company declining to do anything in the matter we recommend that no further action be taken by the Standing Committee at this time, believing the matter should be handled the same as heretofore until such time as the Master Car Builders' Association takes action, as the matter is now up before said Association.

We believe that the matter is now handled as well as it is practicable to do under existing circumstances, each road charging the one to whom the equipment is delivered to cover the gas contained in the cars so transferred, excepting where the cars go into the Pullman Company's shops, in which cases the road delivering the car should deal direct with the Pullman Company.

Respectfully submitted,

(Signed) J. P. McCuen,

WM. ADAIR,
Committee.

Mr. Houghton: I move that the report be accepted and that the Standing Committee on Joint Car Inspection be instructed to drop the matter for the present.

Seconded by Mr. McCuen.

and the American Railway Association rule, is, that the word Cincinnati is substituted to meet all requirements.

Mr. Galloway: If that is the case, the C. H. & D. Ry. is ready to vote for its adoption.

Mr. Houghton: I would like to call attention to the fact that the rule is not indetical with the American Railway Association rule. It has always been a question with us which road is responsible for the transfer, and this report makes the delivering line responsible in every instance. Some of our western connections require us to transfer, and pay for the transfer, and we are not going to enter into any agreement that will make us pay for the transfer again at the other end of the road. The American Railway Association rule is all right if everyone will live up to it.

Mr. Arnold: I move that the report of the committee and all correspondence be recommitted to the committee with instructions to investigate further and report at the next meeting.

Seconded and carried.

Charging for Pintsch Gas in Passenger Equipment in Interchange.

The Secretary read the following:

Cincinnati, Ohio, February 13, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection held this date the following report was submitted by sub-committee relative to charging for Pintsch gas in passenger equipment interchange, and it was moved and carried "that the report be received and referred to the Central Association."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Charging for Gas in Passenger Equipment in Interchange.

Ludlow, Ky., February 8, 1900.

Standing Committee,

Central Ass'n of R. R. O.,

Cincinnati Division.

Dear Sirs: Your committee, appointed at the meeting held October 24, 1899, to investigate the matter of charging for Pintsch gas in passenger equipment in interchange would report having taken the matter up with the Pullman Company immediately on receipt of the Secretary's notice of the appointment, and have just received a reply this date, which is herewith transmitted for your information. In view of the Pullman Company declining to do anything in the matter we recommend that no further action be taken by the Standing Committee at this time, believing the matter should be handled the same as heretofore until such time as the Master Car Builders' Association takes action, as the matter is now up before said Association.

We believe that the matter is now handled as well as it is practicable to do under existing circumstances, each road charging the one to whom the equipment is delivered to cover the gas contained in the cars so transferred, excepting where the cars go into the Pullman Company's shops, in which cases the road delivering the car should deal direct with the Pullman Company.

Respectfully submitted,

(Signed) J. P. McCuen,

WM. ADAIR,

Committee.

Mr. Houghton: I move that the report be accepted and that the Standing Committee on Joint Car Inspection be instructed to drop the matter for the present.

Seconded by Mr. McCuen.

Mr. Lewis: I would like to offer an amendment, that the matter be referred to the Master Car Builders' Association, asking that they take action on this subject at their next meeting.

Seconded by Mr. Galloway.

The President then called for vote and the motion as amended was carried.

Weighing of Grain and Hay when Transferred, Etc.

The Secretary read report of committee as follows:

Cincinnati, Ohio, February 13, 1900.

Report of special committee appointed in December to report with reference to the advisability of light weighing and full weighing of cars, in addition to transferring, when loaded with hay or straw.

The committee finds that the question is one that will have to be handled by the Freight Committee, it being one that this Association can not adjust.

(Signed) H. F. HOUGHTON,
BRENT ARNOLD,
RALPH PETERS,
Committee.

Mr. Lewis: I move that the report of the committee be received and that the matter be referred to the Cincinnati Freight Committee for action.

Seconded by Mr. Houghton and carried.

Handling of Local Railroad Mail and Delivery of Notices to Consignees by an Outside Messenger Company.

The Secretary read the following communications:

Cincinnati, Ohio, February 7, 1900.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: Please note attached communication from the

American District Telegraph Company, proposing to deliver freight notices, etc., for the different railroads at Cincinnati. This communication was presented to the Cincinnati Local Freight Agents' Association at a meeting held February 7, 1900, when it was moved and carried "that the communication of the American District Telegraph Company in regard to the delivery of local railroad mail, etc., be referred to the Central Association of Railroad Officers, Cincinnati Division, without recommendation."

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Cincinnati, Ohio, February 7, 1900.

Mr. O. G. Fetter,

Secretary Cincinnati Local Frt. Agents' Ass'n.

Dear Sir: This company desires to submit to your Association a proposition to do the work of collecting and distributing the joint mail of the roads in your Association and the delivery of freight notices sent out by the various roads.

We propose to do this entire work in a thorough manner, delivering to such of the railroads' consignees receipts for freight notices wherever we can deliver the same in the territory now covered by your Association, doing all the work promptly and in the most satisfactory manner, by neatly uniformed messengers, under the direction of competent clerks and inspectors, for the gross sum of \$540.00 per month.

We will enter upon experimental contract to do this work for three months, but we believe it will be more satisfactory to all parties if a contract were made for one year.

Should this proposition meet with favor we will provide a central office for the handling of the matter, collecting the mail promptly at stated intervals from the various roads, and will, in all respects, do the business thoroughly and satisfactorily.

Very respectfully yours,

AMERICAN DISTRICT TELEGRAPH CO.,

per C. W. Theobald, Manager.

Secretary: At the last meeting correspondence was presented from the Cincinnati Local Freight Agents' Association embodying proposition of the Ohio Messenger and Telegraph Company to do this work, and I was instructed to furnish all members with a copy of the correspondence. Since that time I have received the following communications:

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, January 13, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Referring to your notice of January 11th. As I understand, the proposed arrangement with the O. M. & T. Co. does not embrace anything except the delivery of freight notices; the various lines will still be obliged to deliver general office mail, also mail received from general offices on its line to the various general offices of other lines at Cincinnati, therefore the proposed arrangement will not do away with the total expense for messenger service.

It would seem to me that the O. M. & T. Co. should arrange for the delivery of all messages and provide messenger calls, and the contract price should cover the entire service. Would it not be well to consider this and obtain an estimate to be submitted at the next meeting of the Association?

Yours truly,

(Signed) GEO. W. LEWIS,
Superintendent.

The Pittsburg, Cincinnati, Chicago & St. Louis Railway
Company.

Cincinnati, Ohio, January 13, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I have your letter of the 12th instant, together with data that was sent us on the 10th, in regard to proposed messenger service by the Ohio Messenger and Telegraph Com-

pany. As stated to you before, I have considered this matter carefully, and am most decidedly opposed to any such proposed arrangement. If the Central Association want to adopt such plan, then you can count us out of your messenger service and out of the other expenses we are prorating with you at Cincinnati. We will continue our present arrangement of issuing notices and handling our own packages and mail.

Yours truly,

(Signed) RALPH PETERS,
General Agent and Superintendent.

Mr. Houghton: As I understand it, if one of the roads members of this Association is not willing to enter into this arrangement, it is going to have the effect of defeating it. The C. C. C. & St. L. Ry. was willing to try it, and while it shows a slight increase in expense, even so, we thought it would be of sufficient benefit to warrant the additional expense and were willing to give it a trial; in fact, were very much in favor of trying it, but in view of the action of the P. C. C. & St. L. Ry. I do not see that we can take any further action.

Mr. Arnold: I move that the matter be laid on the table until the next meeting.

Seconded by Mr. Houghton and carried.

Loading of Lumber to Prevent Sap Stains.

The Secretary read the following report:

Method of Loading Dressed Lumber.

Ludlow, Ky., February 5, 1900.

Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sirs: Your committee appointed at the meeting held January 9 to investigate the matter of hauling lumber with strips between each tier of sills, etc., to keep them from becom-

ing sap stained, would report having met at 2:00 p. m. on Monday last at McLean Avenue, Cincinnati, and examined several loaded cars of dressed lumber in the various yards, such as sills, coal car sides, and shorter lengths from 14 to 16 inches long by 3 inches thick, and from 10 to 12 inches wide, all of which had strips between each layer.

We submit herewith blue prints covering our recommendations of what we consider proper in the way of loading this lumber, the strips to be used being not less than 1 x 6 inches, and to be placed behind the stakes as indicated.

Yours truly,

(Signed) J. P. McCUEN,

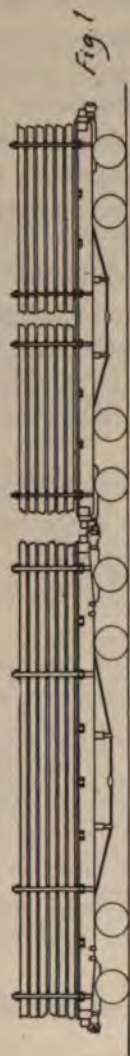
W. T. SMITH,

GEO. B. FRAVEL,

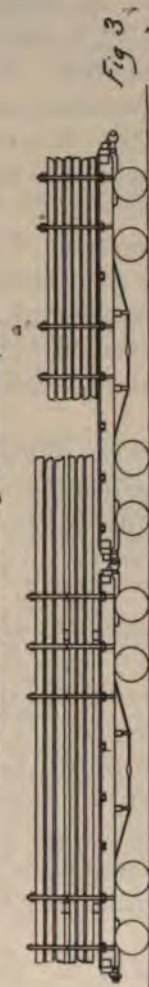
Committee.

1900
9319

Method of Loading Dressed Timber.



N.B. Use separators 1" thick by 6" wide, rough.



Mr. Leeds: I would like to know why the committee have placed the strips behind the stakes?

Mr. McCuen: The committee thought it best to place the strips behind the stakes to keep it from shifting; it was taken from the M. C. B. recommended practice.

Mr. Houghton: As I understand it, is this method of loading to be compulsory on all shippers of dressed lumber?

Mr. Leeds: It is not compulsory that they do so; it simply makes it compulsory for a road to accept a car when loaded in that manner.

Mr. Houghton: The question of preventing sap stains is one between the consignor and consignee, and one in which the railroad companies are not interested, and if we go to work and prescribe a method which is to prevent sap stains, will that not make the railroad company liable for sap stains if they should occur?

Mr. Fravel: What we are endeavoring to do, is to give the shipper a method that will be a safe way in which to load dressed lumber in order to prevent sap stains.

Mr. Galloway: I move that the report of the committee be accepted and adopted.

Seconded by Mr. Houghton and carried.

Secretary: Does the Association wish to take any action in regard to having this report printed and distributed?

Mr. Houghton: I move a reconsideration of the matter.

Seconded by Mr. Lewis and carried.

Mr. Lewis: I move that the report be referred back to the committee to prepare a set of rules in connection with their report, and submit same at the next meeting of this Association, so that the rules may then be printed and distributed among the members.

Seconded by Mr. Leeds and carried.

Report of Committee as to the Advisability of Appointing a Standing Committee on Car Service Matters.

Mr. Riley: The committee asks for further time.

Mr. Arnold: I move that the committee be given further time.

Seconded and carried.

Payment of Transfer of Cars Reconsigned and Forwarded on Through Rate.

The Secretary read the following report:

Cincinnati, Ohio, January 25, 1900.

To the Central Association of Railroad Officers,
Cincinnati Division.

Dear Sirs: Your committee, to whom was referred the claim of the C. H. & D. Ry. against the C. & O. Ry. for transferring cars, as referred to in attached papers, beg to report that the bill of the C. H. & D. Ry. is proper and should be paid by the C. & O. Ry. It is clear that as far as the C. H. & D. Ry. was concerned the cars were billed through from Newport News and Deep Water, Va., to Detroit, Mich., and Hamilton, Ohio, the C. H. & D. Ry. having no information that they were reconsigned. Therefore Article 8, Section 1, of the Joint Car inspection Agreement, would govern. When cars are consigned to Cincinnati, and then reconsigned with the knowledge of all concerned, then Article II, Section 1, would govern.

Respectfully submitted,
(Signed) BRENT ARNOLD,

H. F. HOUGHTON,
RALPH PETERS,

Committee.

Mr. Arnold: I move that the report be received and the committee discharged.

Seconded by Mr. Lawlor and carried.

Annual Meeting.

The Secretary read the following communication :

Cincinnati, Ohio, February 6, 1900.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, it was moved and carried "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900."

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Paper for the Annual Meeting.

The Secretary read the following :

Cincinnati, Ohio, February 6, 1900.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: At a meeting of the Executive Committee of the Central Association of Railroad Officers held at St. Louis, Mo., February 5, 1900, the following resolution was adopted :

Resolved, That each Division, member of this Association, be requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject would be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Mr. Houghton: I move that Mr. C. C. Riley be appointed as a committee of one, by this Division, to prepare a paper on any subject he may select.

Seconded by Mr. Lewis and carried.

Manner of Loading Cross-ties.

The Secretary read the following:

Cincinnati, Ohio, February 13, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection held this date, the manner of loading cross-ties was considered in connection with action of the Central Association at its last meeting, and the circular issued in accordance therewith was amended to read as follows:

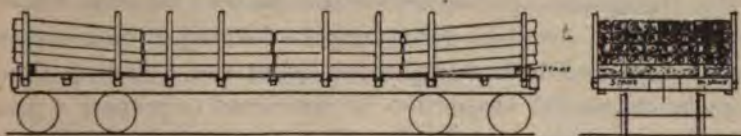


FIGURE 8.

M. C. B. ASS'N PROCEEDINGS, 1897, PAGE 100.

Illustration showing manner for loading cross-ties on flat cars. Ties must be loaded lengthwise of the cars. The ends of the tiers nearest the ends of the car must be raised and placed upon cross bearing securely fastened to the car floor. The tie used as a bearing piece under the end tiers must be a straight tie, with one face not less than eight inches, placed on the floor. Not less than two stakes on each side of each pile, the stakes to be not less than four by four, of straight-grained hard wood, free from knots that would impair the strength, and of proper size to fit the pockets, projecting two inches below the pocket. Opposite stakes must be fastened together at the top with three wrappings or six strands of telegraph wire, drawn tightly and

secured by suitable notches in the stakes. The cross-ties must be so loaded as to permit the brake at one end to be accessible and operative.

It was moved and carried "that the circular as amended be submitted to the Central Association, with the recommendation of the Standing Committee, for approval."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Lewis: I move that the report of the Standing Committee on Joint Car Inspection be accepted and adopted, and the Secretary instructed to issue the report in circular form.

Seconded by Mr. Houghton and carried.

Manner of Loading Cross-ties on Gondola Cars.

Mr. Houghton: I think it would be well for this Association to adopt some rules governing the loading of cross-ties on gondola cars, and I therefore move "that the Standing Committee on Joint Car Inspection be instructed to prepare a print and rules governing the loading of cross-ties in gondola cars, and submit same at the next meeting."

Seconded by Mr. Arnold and carried.

Service Certificate.

The Secretary read the following communication:

The Baltimore and Ohio Southwestern Railroad Co.

Chillicothe, Ohio, February 12, 1900.

The Central Association of Railroad Officers,
Cincinnati Division.

Dear Sirs: At the annual meeting of the Central Association held in Indianapolis July 12 and 13, 1898, a committee consisting of Mr. C. E. Carson, Mr. Benj. McKeen and Mr. A. T. Perkins, was appointed for the purpose of drafting a suitable

application blank and service card to be presented to the Association at its next annual meeting.

At the annual meeting held in St. Louis on July 18 and 19, 1899, this committee presented a partial report and asked for further time.

I am directed to bring this matter before the Cincinnati Division with view to getting up a uniform blank or method to be followed by all lines, it being thought that twelve months should be ample time in which the committee should be able to recommend something suitable for all of us.

At this time nearly every road represented in Cincinnati has a different method of handling this subject.

For the information of the Association I attach hereto a blank service certificate that is used by the Wiggins Ferry Company of St. Louis.

I would be very glad if the Association would do something towards hastening a uniform system of application and service blanks.

Yours truly,

(Signed) W. H. BRIMSON,
Superintendent.

WIGGINS FERRY CO.
EAST ST. LOUIS CONNECTING RY.
ST. LOUIS TRANSFER RY.

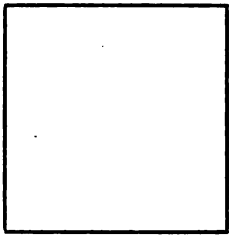
OFFICE OF MANAGER,
ROOM 914 SECURITY BUILDING
ST. LOUIS, MO.

FORM 130.

SERVICE CERTIFICATE

Record No. _____

OFFICE STAMP



~~This is to Certify~~, That _____, whose signature appears below,
first entered service of this Company _____ 19____, as _____,
serving _____

until _____, _____ 19____, _____

I have read above and freely
certify to its correctness.

Manager.

On request this Certificate will be furnished any employee leaving the service of this Company. No other form of clearance or letter of recommendation will be limited.

Mr. Brimson: I bring this matter up for the reason as stated. Nearly all of us have a different way of giving a man his record—to the man himself and to the companies desiring it. The Central Association has been nearly two years in endeavoring to get up a suitable blank for all roads to use, but up to this time nothing has been done.

Some roads readily give the record of an employee when asked for it by another road; others do it under personal or private cover, while others, the B. & O. S-W. R. R. being one of them, do not furnish any railroad with a man's record. We adopted, perhaps a year ago, a rule by which the man himself publishes his record. When asked by a foreign road for a man's record, we say to them that we will furnish the man himself with his record, and he in turn can present it to the road from whom he seeks employment. In this manner a man publishes his own record; we do not.

The nearest blank to that that I have seen is this certificate of the Wiggins Ferry Company, wherein the employee himself signs under this line: "I have read above and freely certify to its correctness." It occurs to me that when he signs that then we are free to give the record to anyone seeking it. At any rate I would be very glad if this Association would have a committee appointed to look into this matter, with a view to hastening some uniform blanks that will cover the case.

Mr. Riley: I move that a committee of three be appointed to look into the advisability of adopting a uniform application and service blank.

Seconded and carried.

President: I will appoint as that committee Mr. H. F. Houghton, Chairman, Mr. A. Galloway and Mr. Geo. W. Lewis.

Members Proposed.

The name of Mr. M. Roberts, G. M. M., L. & N. R. R., Louisville, Ky., was proposed for membership and duly elected.

Adjourned 12:45 p. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held in its rooms in the Union Station, February 5, 1900.

Meeting called to order by President Zion at 2:10 p. m.

The following lines were represented:

L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
" "	.....M. P. DENISTON.....	Trainmaster.
" "	.....L. E. DEBOLT.....	Chief T. Disp.
C. H. & D. Ry.....	C. E. VORHIS.....	Trainmaster.
C. I. & L. Ry.....	A. J. O'REILLY.....	Genl. Agent.
" "	.....L. H. PARKER.....	Superintendent.
" "	.....D. G. WAGNER.....	Chief T. Disp.
" "	.....F. M. QUIMBY.....	Trainmaster.
I. D. & W. R. R.....	S. W. MAXWELL.....	Trainmaster.
" "	.....W. A. MAXWELL.....	Chief T. Disp.
P. C. C. & St. L. Ry..	*M. W. MANSFIELD...	Superintendent.
" "	..J. S. MAY.....	Superintendent.
I. & V. R. R.....	E. F. KEARNEY.....	Trainmaster.
" "	.....E. L. KRAFFT.....	Chief T. Disp.
P. C. C. & St. L. Ry...	J. W. GREENEN.....	Trainmaster.
I. U. Ry.....	A. A. ZION.....	Superintendent.
T. H. & I. R. R.....	J. M. LINDLEY.....	Rd. F. of E.

P. & E. R. R.....C. K. HAVERFIELD....Chief T. Disp.
“ “C. A. PAQUETTE.....Superintendent.
“ “E. M. COSTIN.....Trainmaster.

*Represented by E. F. Kearney.

The minutes of the last meeting were approved as printed.

The Chair explained that in accordance with the notice calling the meeting, the discussion of “Train Rules,” as adopted by the American Railway Association at the April, 1899, meeting, would be taken up at once, commencing at point where the discussion ended at January meeting, viz., Rule 21.

Referring to Rule 22, the question of having both engines carry signals was discussed.

While Rule 22 requires only the leading engine to display signals, it was developed that it was the practice of a number of the roads to have both engines carry the signals instead of confining the signal to the leading engine.

Referring to Rule No. 83, Mr. Deniston called attention to the conditions on the L. E. & W. at Indianapolis, and claimed that a strict application of Rule 83 would work a hardship on them, as, under the Rule, a northbound train, which is a superior train, could not proceed from Mass. Ave. (or the point where the double track ends) without first ascertaining whether all southbound trains had arrived.

A question was raised as to who should give the signal for the train to start, as required by Rule No. 85. It was fully understood that the conductor was the person who should give the signal, except at terminal points and more important stations, where the signal to start was given by the stationmaster.

Rule 99. Mr. Kearney was of the opinion that the rule should specify on which rail the torpedoes should be placed, and stated that on some roads it was the practice to place the torpedo on the right hand or engineman side. In case a torpedo was exploded on the left-hand side no attention was paid to it, as the torpedo had been placed on the rail for a train going in the opposite direction.

The Chair raised the question as to the practice on the roads of requiring the brakeman to stand a certain distance from the switch. It was learned that some of the roads required their brakemen to stand on the opposite side of the track from the switch while the train was passing over the switch. It was the opinion of some that there should be a rule requiring the brakeman to stand 20 feet distant from the switch. It was thought by some of the members that such a rule was unnecessary.

Discussing Rule No. 201, in regard to the name over which train orders are issued, on a number of the roads train orders are issued over the trainmaster's name, but on majority of the roads it is the custom to issue such orders over the superintendent's name; however, in one or two cases the train orders were issued over the chief train-dispatcher's name.

Rule 204. It is the custom on all the lines to have the pilot sign the orders the same as conductors and enginemen. There was a lengthy discussion in regard to the responsibility of the pilot when piloting a crew and engine over a road with which they were not acquainted. It was the general opinion that after the pilot had fully instructed the engineman and fireman as to the general character of the road, grades, water stations, railroad crossings, etc., that in case of accident the engineman and fireman be held responsible; but if it was shown that the pilot had failed to properly instruct the engineman and fireman he would be held wholly liable for an accident growing out of failure on his part to fully instruct the men. It was also the general opinion of those present that the practice following in some instances of furnishing a brakeman, section foreman or agent to act as a pilot should be abandoned, and that only practical and experienced conductors and enginemen should be assigned to that duty, the majority being in favor of using enginemen as pilots.

Referring to that part of Rule 209 requiring operators to trace additional copy in case they can not at one writing make the necessary number required, it was thought there was a tendency on the part of the operators not to trace additional orders

but to make additional copies. One of the roads, as a precaution, permitted the operator to write out the necessary orders and repeat such order back to the train-dispatcher.

On motion the meeting adjourned, with the understanding that the discussion would be resumed at the March meeting, commencing with "Forms of Train Orders."

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, February 14, 1900.**

Meeting called to order at 3:00 p.m. by Vice-President Riton.

The following lines were represented:

Z. & O. R. Ry.....MR. J. S. GILLESPIE.
N. & W. Ry.....MR. V. A. RITON.
Hocking Valley Ry.....MR. M. S. CONNORS.
C. C. C. & St. L. Ry.....MR. M. RICKERT.
P. C. C. & St. L. Ry.....MR. E. MORRELL.

Reading of minutes of previous meeting dispensed with.

Reading of Correspondence.

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers held at St. Louis, Mo., February 5, 1900, it was moved and carried "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Connors: I move the acceptance of the notice and that it be spread on the minutes.

Seconded by Mr. Rickert. Carried.

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers held at St. Louis, Mo., February 5, 1900, the following resolution was adopted:

Resolved, That each Division, member of this Association, be requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject would be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting.

O. G. FETTER,
Secretary.

Mr. Connors: I move that the same be received and the Secretary directed to solicit members, or a member, of the Division, to prepare a paper such as is asked for, the party agreeing to do so to furnish his own subject.

Seconded by Mr. Rickert. Carried.

Kenova, W. Va., February 2, 1900.

Mr. J. D. Berry,

Secretary Central Association of Railroad Officers,
Columbus, O.

Dear Sir: Will you kindly place the following before the members of the Central Association of Railroad Officers at the next regular meeting?

A connecting line delivered to the Norfolk & Western Ry.

at Columbus a 60,000-lb. capacity car, loaded with 70,650 lbs. of shelled corn; 4,650 lbs. above the 10 percent allowance. The N. & W. requested the connection to allow them to set this car back on their tracks for the removal of the excess, which request was refused; and upon referring the matter to the Chief Joint Inspector, the connecting line being sustained in their refusal.

Who is responsible for the overload and what is the proper disposition? Should the receiving road be asked to transport the overload to destination without extra compensation? What expense, if any, is chargeable to the delivering line?

Yours truly,

(Signed) V. A. RITON,

Superintendent Scioto Division.

Mr. Connors: I move that this be referred to the Executive Committee, with all facts concerning the matter, and the decision of the committee requested.

Seconded by Mr. Morrell. Carried.

New Business.

Secretary: It is claimed that several of the Columbus lines have refused to allow the transfer company advance charges on goods which have been held by them in storage and reconsigned to some other point.

Mr. Connors: I move that the matter be left in the hands of the Secretary to ascertain the practice of the Columbus lines and to report at the next meeting.

Seconded by Mr. Rickert. Motion carried.

Bill of the Central Association, amounting to \$15.68, was ordered paid.

On motion, duly seconded, meeting adjourned at 3:50 p. m.

V. A. RITON,

Second Vice-President.

J. D. BERRY,

Secretary.

TOLEDO DIVISION.

Toledo, Ohio, February 23, 1900.

O. G. Fetter,
Secretary.

No meeting in February on account lack of quorum.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, February 13, 1900.

Meeting convened at 10:05 a. m. President Nichols in the
chair.

PRESENT:

C. R. I. & P. Ry.....	C. L. NICHOLS	Superintendent.
"	..... W. S. TINSMAN	Trainmaster.
P. D. & E. Ry.....	R. B. STARBUCK	Gen'l Supt.
L. E. & W. R. R.....	H. F. BICKELL.....	Asst. Gen. Supt.
"	..... H. A. BOOMER	Superintendent.
Vandalia Line.....	B. McKEEN.....	Superintendent.
"	..... F. L. CAMPBELL	Trainmaster.
P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
"	..... W. E. BELL.....	Ass't Supt.
C. P. & St. L. Ry.....	C. MILLARD.....	Superintendent.

HONORARY MEMBER: J. C. Dailey, Supt. Ill. Central.

Chairman: On account of some of our members being detained by the railroad commissioners, and as they desire to hear this discussion on "Train Rules," it might be well to adjourn for a half hour or so.

Mr. McKeen: I move we adjourn in order that the other superintendents may hear the "Train Rules" discussed, and that we reconvene after the car service meeting.

Seconded and carried.

Reconvened at 11:00 a. m.

Chairman: Our first subject is: "Shall trains be held for whiskey shipments?"

Secretary: I have the following letter from Mr. Throop:

Chicago, Burlington & Quincy Railroad Company.

Galesburg, Ill., January 11, 1900.

Mr. A. J. Elliott,

Mgr. Car Service, Peoria.

Dear Sir: I have yours of the 9th inst., advising what action was taken by the Peoria Division of Superintendents on the question of holding trains for whiskey shipments from Peoria. I can not consent to an arbitrary rule as to holding trains for this or any other kind of shipments. I explained to the December meeting that we only had one merchandise train out of Peoria in the p. m., which is carded to leave there at 7:10, and we should simply be doing ourselves out of revenue if we should take any such arbitrary stand as requested. If our train did not leave until 8:30 or 9:00 o'clock, I would not hesitate to say that we would not hold them.

Yours truly,

(Signed) W. B. THROOP.

Mr. Bickell: I move the matter be laid on the table.

Seconded and carried.

Chairman: Our next is report of committee on "What constitutes delivery of a car going from one road to another at Peoria?"

Secretary: I have the committee's report as follows:

LaFayette, Indiana, February 7, 1900.

Mr. C. L. Nichols,

President C. A. of R. R. O.,

Peoria, Illinois.

Dear Sir: Your committee, appointed January 9, 1900, to

investigate and recommend a rule which will define the delivery of cars and contents at Peoria.

The committee held one meeting in Peoria, and recommend the following rule to govern delivery at Peoria.

DELIVERY BETWEEN TENANT LINES.

When a car is accepted by P. & P. U. Ry., with an order for delivery to connecting lines, and the billing delivered to such lines, the receiving road assumes responsibility for the lading. Agents will receipt for billing and show time billing is received by them.

The present rules between tenant lines and outside lines, such as C. B. & Q., C. R. I. & P. and R. I. & P., will of necessity have to remain as they now are.

Yours truly,
(Signed) H. A. BOOMER,
E. N. ARMSTRONG,
F. L. TOMPKINS.

Mr. McKeen: Do I understand that the P. & P. U. assume no responsibility whatever for the contents of a car?

Mr. Starbuck: I believe the P. & P. U. accept responsibility when the damage can be located.

Mr. McKeen: How about loss from theft?

Mr. Tompkins: We do not assume any loss by theft.

Mr. McKeen: All other roads assume responsibility for contents while cars are in their possession; why should the P. & P. U. be any exception?

Mr. Tompkins: The only answer I can make is that two years or two and one half years ago the matter was brought before the board, or executive committee, I have forgotten which, and their ruling was that we would not accept responsibility, and that settled the matter so far as I am concerned.

Mr. McKeen: I should like to ask Mr. Tompkins if he has brought the matter to the attention of the board since that time.

In olden times the P. & P. U. were arbitrary on a good many things. They would not work under M. C. B. rules, but they have gone so far as to get over some of their unjust rulings, and now, since we are at their mercy when a car is in their possession, I do not see why they should not assume responsibility the same as any other road. As a matter of equity they should be responsible.

Mr. Boomer: You can hardly say the same as any other road; they don't see the waybill, and don't know what a car is loaded with. They handle a loaded car the same as an empty. If you have a car for the R. I. & P. they deliver it on the transfer, whether it is loaded or empty, just the same, and do not know whether the car's contents are lumber or merchandise, or anything about the value of the freight.

Mr. McKeen: That don't make any difference, or ought not to, and I think they do know whether it is a load or empty; furthermore, that doesn't effect the stealage.

Mr. Boomer: If you are going to handle a car you want to know whether it is loaded or what is in it.

Mr. McKeen: We can't send a man down into the P. & P. U. yard to prevent stealage. That is not our business.

Mr. Tompkins: I stated in October or November, when the matter was up before, that it was the understanding that each member of this Association having a representative on the P. & P. U. board should take the matter up with such member, with a view to securing a rehearing on this question, and, so far as I know, the matter has not been brought up in their meetings, nor do I know what action the individual members have taken.

Chairman: This report says that

"The present rules between tenant lines and outside lines, such as C. B. & Q., C. R. I. & P. and R. I. & P., will of necessity have to remain as they now are."

When we deliver a car to the P. & P. U. going to the Iowa Central, or any other tenant line, we consider that delivery made, and when the Iowa Central have a car to be delivered to

us, it is delivered by the P. & P. U., and we look to the P. & P. U., and deal with them and not the tenant lines; therefore the question seems to be between the tenant lines and the P. & P. U. as to what constitutes delivery of a car in their yards.

Mr. Boomer: When you deliver a car to the P. & P. U. for our line, do you deliver the billing to them?

Chairman: It doesn't matter. If we deliver to the P. & P. U., or vice versa, and the transfer record shows seals intact, the delivery is made.

Mr. Bickell: Do the P. & P. U. keep seal record on this transfer?

Mr. Tompkins: No, we don't make a practice of keeping such record.

Mr. Bickell: Suppose a car leaves our train and our seal record shows it all right, and when it reaches the C. R. I. & P. transfer the seal is broken, who is responsible?

Chairman: That is a question between you and the P. & P. U.

Mr. McKeen: Suppose you deliver a car to the P. & P. U. for the Vandalia at 10:00 o'clock in the morning, and don't deliver the billing to us until 4:00 o'clock in the afternoon, who is responsible?

Mr. Boomer: The P. & P. U. act as agent for your line between you and the Rock Island Roads, and in case anything is stolen between 10:00 o'clock and 4:00 it is your loss.

Chairman: Provided the delivering road shows a clear record on transfer.

Mr. McKeen: But suppose, before a car gets into our train, something is gone, why should the P. & P. U. not accept bill for such loss?

Mr. Starbuck: Is the P. & P. U. considered a part of the through line between point of shipment and destination, or simply as a switching road? If they demand an arbitrary percentage of the through rate, it would be different; but as it is, they simply switch where you tell them to, and act as your agent, charging 75c. a car for their services. If they depend

upon a part of the through rate, and insist on their arbitrary percentage, then they would, of necessity, have to assume a part of the responsibility, as agreed to by the Freight Claim Agents' Association, and they could well afford to do so under such circumstances.

Mr. McKeen: Do you, Mr. Nichols, consider, when you place a car on the transfer, the delivery is made?

Mr. Nichols: We consider, if the seal record shows seals intact, that the delivery is made.

Mr. Boomer: How about the billing?

Mr. McKeen: They deliver a transfer slip with the car at 10:00 o'clock in the morning and the P. & P. U. can act on that transfer slip, and it doesn't matter if the billing is not delivered until 4:00 o'clock.

Mr. Starbuck: Suppose you take your own engine and do your own work, would you not then be responsible?

Mr. McKeen: If we were doing our own work, that would be all right; we could then protect ourselves by our own men.

Mr. Campbell: Suppose the L. E. & W. have a car for the Ia. Central, and while the P. & P. U. are switching the car they damage it and place it on their repair track, and while car is there it is robbed, who is responsible?

Mr. Tompkins: The same ruling would apply there as on anything else. Our company does not assume responsibility under any circumstances for theft.

Mr. Starbuck: I don't think that is right. The P. & P. U. are responsible for the damage to the car unquestionably, and therefore responsible for theft under those circumstances.

Mr. McKeen: I move this report be referred back to the committee, with the request that, instead of stating that the present rules between tenant lines and outside lines remain as they are now, that they submit a report stating just what the present rules are.

Seconded by Mr. Bickell and carried.

Mr. Starbuck: I would be willing to second that motion if made to apply to such case as Mr. Campbell cites.

Mr. McKeen: There is no reason why they should not define the position to be taken in any case.

Mr. Boomer: I would like to ask Mr. McKeen if he knows of any switching road that participates in loss by stealage.

Mr. McKeen: It is a principle in law everywhere that whoever has a car in his possession assumes responsibility for loss.

Excessively Large Cars.

Mr. Starbuck brought up the question of excessively large cars, mentioning some which were sixty feet long, fifteen feet nine inches high and nine feet ten inches wide, and the question as to their safety and desirability to handle was discussed at some length.

Paper for Annual Meeting.

Secretary: I have a letter from Secretary Fetter, stating that the annual meeting will be held this year at Louisville, Kentucky, July 17 and 18, and a second letter, requesting, on behalf of the Executive Committee, that each Division be responsible for the preparation of at least one paper to be presented at such meeting, the Secretary to be notified of the subject not later than April 20, and to be furnished the manuscript of the paper not later than June 15 for printing and distribution before the meeting. (Reads same.)

Mr. Bickell: I move the matter of paper for annual meeting be referred to the Committee on Subjects for Discussion, with instructions to arrange for the paper.

Seconded and carried.

Mr. McKeen: The committee would like expressions from the Association as to what they would like to have discussed.

Mr. Boomer: I think the committee is capable of handling that matter.

Mr. McKeen: I should like to know if the committee are to appoint the member to write the paper.

Chairman: It will be understood that the committee are to

select the subject and prevail upon some member to prepare the paper.

Chairman: Has anyone anything else to present?

Mr. Starbuck: I have a letter here from the Board of Health, asking if our rules require employees to be vaccinated.

This was discussed briefly, the opinion being that such requirement was excessive and not essential.

Chairman: As it is noon, I would suggest that we adjourn and meet again after dinner.

Mr. Bickell: I move we adjourn until 1:30 o'clock this afternoon.

Seconded and carried.

Reconvened at 2:00 p. m.

Chairman: Will you please come to order. It has been suggested that Mr. Campbell read the rules and illustrate them on the blackboard, and we will ask him to do so.

Mr. Campbell: I question my ability to illustrate so as to make it interesting to the superintendents present, but will do the best I can, illustrating the same as we do to our trainmen.

Chairman: At the last meeting we were discussing the time of time-table going into effect.

Mr. Bickell: I favor Form "B."

Mr. McKeen: I should like to hear from Mr. Tinsman why he favors Form "A."

Mr. Tinsman: I take the position that Form "B" will permit two trains of the same number on a division at the same time; for example, a train may leave on the time of the new card and a train on the old card leaving on time according to the old one, nothing to prevent its going on. Another thing, there is no misunderstanding under Rule "A." You simply check the register from the time the card goes into effect. When the new card goes into effect every train on the road dies and there are no complications.

Mr. Boomer: You have worked on single track when business was heavy?

Mr. Tinsman: Yes, and do not think Rule "A" burdens the dispatchers unduly.

Mr. Bickell: I have worked for twenty-five years using Form "B," and have never yet seen an accident or anything that would cause an accident. I never made a time-table but what I saw to it that it was put into effect at such an hour as to interfere with the least number of trains, and that the change was an easy one. I remember at one time working with Form "A" as a train-dispatcher on perhaps the busiest single track in the country, when we had to fill every train and run them extra. I have had pretty hot times, but that, I believe, was the hottest. I have handled seventy-five trains a day on a single track.

Mr. McKeen: You can run seventy trains a day on single track successfully if you have good passing track facilities.

Mr. Bickell: I don't object to Form "A," except that trains are all extra.

Chairman: The men know that trains must run as extras and are looking out for them.

Chairman: As to Rule 5. How do you call attention to trains that are to be met and passed?

Mr. Bickell: We show the number of the trains that are to be met or passed in small type along with the full-faced type.

Mr. McKeen: We do the same.

Mr. Bickell: We spell out the words leave and arrive.

Chairman: We do also.

Chairman: As to Rule 10, we use green for caution and white for safety.

Mr. Bickell: What do you think of the New Haven colors, green for safety and yellow for caution?

Chairman: I think anything is preferable to white for safety. I think white as a safety signal is dangerous. I presume, however, we are all using white as safety and green as caution.

Mr. Campbell: Are any of you using a green and white combination lamp globe?

Mr. Boomer: We use separate lamps, green and white.

Chairman: We do the same.

Mr. Campbell: I heard of an engineer being reported for passing a station where they had a green and white combination globe, which was shown to merge into a white light at 200 feet.

Chairman: As to Rule 10-E, we do not use blue, but use red to protect.

Rule 11.

Mr. Boomer: Do you use fusees?

Chairman: Yes, sir; with us, burning green indicates run slow for one mile, looking out for preceding trains.

Mr. McKeen: What are your instructions as to red fusee?

Chairman: Our instructions are to stop before reaching a red fusee and send back flagman at once.

Mr. Campbell: What is your clearance time between trains?

Chairman: Ten minutes, all trains.

Mr. Boomer: Do you have any trouble with fusees breaking?

Chairman: Not much. There is quite a knack in throwing them off.

Mr. Boomer: How do they do in snow?

Chairman: They melt it down so as to give a reflection. A good fusee will burn in water, and is no good if it won't.

Mr. Campbell: How long do you keep them in stock?

Chairman: The manufacturers advise six months. The date we buy them is stamped on.

Mr. Campbell: When trains are only five minutes apart, do you think it good practice to wait until the fusee burns out?

Mr. Tinsman: We use green fusee almost altogether.

Chairman: Unless the man wants the following train to stop, he doesn't use a red fusee.

Mr. Campbell: How much do they cost?

Chairman: They are invoiced to us at 15c. each.

Mr. McKeen: Do you have any trouble with bridges getting afire from fusees?

Chairman: No; but they are not thrown on bridges, if possible to avoid it.

Mr. Bickell: Do you use a torpedo dropper?

Chairman: No, sir.

Rule 12-B.

Mr. Campbell: That signal "B" is the most confusing of all lantern signals. What if you find a brakeman giving a "go ahead" signal with his lantern otherwise?

Chairman: What do *you* do?

Mr. Campbell: Get after him, and not only after the brakeman, but after the conductor as well, and the second time, perhaps, discipline him for it.

Chairman: If we would watch the flagman a little we would find a great many signals that we do not know what they mean.

Mr. Campbell: These extra yard signals are all right among the men in daytime, but lantern signals should be absolutely obeyed.

Rule 14-G.

Mr. Bickell: What about answering a section foreman's flag at the side of the tracks?

Mr. McKeen: Some roads have a special whistle for sectionmen's flag.

Instances where confusion from answering one signal supposed to be an answer for another were discussed.

Adjourned at 3:45 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, February 9, 1900.

Meeting called to order at 11:15 a. m., with President .
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry.	MR. W. M. DUANE.....	Supt.
C. & A. R. R.	.....	Not represented.
C. B. & Q. R. R.	MR. L. W. BERRY.....	Supt.
B. & O. S-W. Ry.	MR. L. C. FRITCH.....	Supt.
"	.....	MR. I. L. BURLINGAME..
L. E. & St. L. R. R.	MR. W. K. MORLEY.....	Supt.
"	.....	MR. H. C. BARNARD....
L. & N. R. R.	.....	Not represented.
Mo. Pac. Ry.	.....	Not represented.
M. K. & T. Ry.	MR. N. J. FINNEY.....	Supt.
M. & O. R. R.	MR. H. W. CLARKE.....	Supt.
C. P. & St. L. Ry.	MR. C. MILLARD.....	Supt.
"	.....	MR. D. C. FREDERICK...Supt. C. S.
St. L. K. & N-W. R. R.	MR. A. T. PERKINS.....	Supt. Term.
St. L. K. C. & C. R. R.	MR. F. X. ROEDERER...	Agent.
St. L. & S. F. Ry.	...	Not represented.
St. L. Transfer Co.	...	Not represented.

Term. R. R. Ass'n. . . . MR. E. DUNLOP Supt.
T. St. L. & K. C. R.R. Not represented.
T. H. & I. R. R. . . . MR. F. F. HILDRETH.
Wabash R. R. MR. J. A. HEATHER Trainmaster.
Wiggins Ferry Co. . . . MR. G. L. SANDS Manager.
National Stock Yards . Not represented.

VISITOR: Mr. W. M. Prall, Manager Car Service Ass'n.

President: The minutes of the previous meeting have been mailed; if no objections are offered, they will stand approved as printed.

Under the head of Unfinished Business we have a report from the Committee on formulating list of nontransferable commodities. Mr. D. C. Fredericks is chairman of that committee.

Mr. Fredericks reads the following report:

February 1, 1900.

Chairman and Gentlemen of the St. Louis Division of the Central Association of Railroad Officers, St. Louis, Missouri:

Your committee, appointed for the purpose of preparing a list of articles in carload lots to be considered as nontransferable at East St. Louis and St. Louis, held a joint meeting with a similar committee appointed by the Local Freight Agents' Association at the Southern Hotel on January 17, and beg to submit herewith a list as agreed to by the several members of the two committees:


Authorized List of Nontransferable Freight.

Acids—In bulk, carboys, glass or cans.
Agricultural implements.
Ale—In wood.
Apples—In bulk or refrigerator cars.
Boxes—Berry, nested and in bulk.
Bar fixtures (furniture).
Barley—In bulk.

Baskets.
Bees—In kegs or boxes.
Beer—In wood.
Bones—In bulk.
Boats.
Box stuff.
Boilers.
Bottles—(See glassware.)
Bottled goods in glass.
Bran—In bulk.
Brewers' grain, sprouted—In bulk.
Brick.
Broom corn.
Buggies.
Butter.
Bicycles.
Cable wire—When spools weigh over 1,000 pounds.
Carriages.
Canned goods—(California.)
Cabinets.
Cans—In bulk.
Cement—In paper sacks.
Cereal product—In paper packages.
Cider.
Clay—In bulk.
Coal—Bituminous and hard.
Coke.
Cornice ornaments or mouldings—Galvanized, copper or other metals.
Counters and store fixtures.
Crockery—In bulk.
Conduits.
Cooperage—(See heading, staves, etc.)
Cartridges.
Car trucks.
Drain tile.

Demijohns.
Earthenware—In bulk.
Emigrant movables.
Engines.
Eggs.
Evergreens—In bales or bulk.
Explosives.
Fertilizer—In bulk.
Feed—In bulk.
Flour—In paper sacks.
Flax seed—In bulk.
Fruit—dried, in boxes or sacks, or California.
Fruit—domestic or tropical (see perishable).
Furniture.
Fuller's earth—In bulk.
Gasoline.
Glassware—All kinds, including plate, looking and window glass.
Glucose feed or meal—In bulk.
Graniteware—In bulk.
Grindstones.
Gunpowder and high explosives.
Handles—Loose or in bundles.
Heading—(See staves).
Household goods.
Hides—Green.
Hides—Loose.
Hoops.
Husks.
Ice.
Iron bridge material.
Iron castings—Loose or fine.
Iron—Hollow ware.
Iron pipe—Cast.
Iron—Scrap, mixed.
Iron—Sheet.

Iron—Structural.
Junk.
Lard.
Land plaster—In bulk.
Launches.
Live stock.
Lime—In bulk.
Links and pins.
Logs.
Lumber—Dressed and long timbers when more than one car is required.
Marble or granite—In slabs or pieces.
Mantels.
Matches.
Manure.
Machines—Including sewing.
Machinery—Heavy and fine.
Malt—In bulk.
Meats—Fresh and salted in bulk.
Melons.
Meal—In paper or cotton sacks.
Middlings—In bulk.
Mill feed—In bulk.
Mouldings—Wood or compositions.
Molasses.
Musical instruments.
Nursery stock.
Narrow gauge equipment.
Oil—In bulk or barrels.
Onions—In bulk.
Ore—In bulk.
Ovens—Tin.
Oil cans.
Pipe—Cement, lined or covered.
Packing house product.
Paper—In rolls.



Paintings.
Perishable freight.
Piling—Long.
Pottery—In bulk.
Pipe—Chimney and chimney top—In bulk.
Poles—Telegraph or telephone.
Potatoes—In bulk.
Potatoes—New—In sacks or barrels.
Poultry—Live or dressed.
Powder—(See explosives).
Preserves—In glass or wood.
Paper bags—In bundles.
Retorts.
Rice.
Sawdust—In bulk.
Safes.
Salt—In bulk.
Sand—In bulk.
Screenings—In bulk.
Seed—In bulk.
Sewer pipe.
Shavings—In bulk.
Ship stuff—In bulk.
Show cases.
Shingles.
Slate roofing.
Spokes.
Statuary.
Staves—(See heading and cooperage stock).
Stone—Heavy.
Stoves and ranges.
Stove furniture.
Stoneware—In bulk.
Street cars.
Sugar—In barrels or sacks.
Syrup—In barrels.

Theatrical scenery.
Trees—In bales or bulk (see nursery stock).
Terra Cotta—In bulk.
Tile—In bulk.
Tin plate.
Tinware—In bulk.
Timbers—Long or heavy.
Turpentine.
Vault work.
Vegetables—(See perishable).
Vehicles.
Wagons.
Woodenware.
Whiskey.
Window weights—In bulk.
Wind mills.

This agreement, if entered into, simply gives the consent of the delivering line to run cars through, and it is optional with receiving line to run or transfer. If transfer is made it is entirely at risk of line transferring the lading.

D. C. FREDERICK,
C. B. ADAMS,
W. S. MCCHESENEY, JR.,

President: This report, gentlemen, is signed by the committee consisting of Messrs. Frederick, Adams and McChesney. What action will you take on it?

Mr. Fritch: I move the report be referred to the roads for a report by letter ballot.

Mr. Clarke: I second the motion.

President: It is moved and seconded that this report be referred to all roads for letter ballot. Are there any remarks on the motion? This report is pretty comprehensive and covers a good deal of ground, and I imagine there will be more or less difference of opinion as to whether this list is just what it

should be or not, after the members have had a chance to read and think it over; and for that reason I would suggest there be added to the motion a provision that the Secretary request each road, in casting its vote, to say what objections it has to the report, if it votes against its adoption as it stands. Otherwise, if the vote were unfavorable, we should be just where we stand now. If the roads will state what their objections are and what changes they think should be made, such objections as are offered may be discussed at next meeting.

Mr. Fritch: I accept that as an amendment to my motion.

President: All those in favor of submitting this matter to letter ballot please say "Aye."

It is a vote.

That is all the unfinished business we have. The Secretary will read such correspondence as he has.

Secretary reads:

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Missouri, February 5, 1900, it was moved and carried "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900.

Yours truly,

O. G. FETTER,
Secretary.

Cincinnati, O., February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, the following resolution was adopted:

Resolved, That each Division member of this Association be

requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting, to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject would be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting.

Yours truly,

O. G. FETTER,
Secretary.

President: That is all the correspondence the Secretary has. We have now a report due from committee on question of loading and unloading carload shipments at terminal stations. Mr. A. J. Davidson, chairman of that committee, is not here, but I would say that Mr. Davidson, Mr. Fritch and myself, who are the members of that committee, had a meeting about a week ago and spent considerable time on the question. Previously to that meeting we had sent out a circular to all agents, asking for information. At the time of our meeting the circular had not been generally replied to, and, in fact, replies are not all in yet. The committee will therefore have to ask for further time. I will read the circular letter that we sent out in order that the scope of investigation undertaken by the committee may be understood.

St. Louis, January 22, 1900.

To Local Freight Agents,

St. Louis and East St. Louis:

The undersigned have been appointed a committee to report on the following resolution, passed by St. Louis Division, Central Association Railroad Officers, January 12, 1900.

"It is moved and seconded that a committee of three be appointed to investigate thoroughly the subject of railroads loading and unloading carload freight at the various freight stations and adjacent tracks, including Cupples and Union Freight

Depot, the investigation to cover question of facts, expenses and policy."

It is requested that you have answers to the following questions in the hands of the committee before February 1, 1900, so that report may be made to next meeting of the Association:

- 1st—List of C. L. commodities loaded by railroad company.
- 2d — " " " " unloaded by " "
- 3d — " " " " which railroad company assists in loading.
- 4th—List of C. L. commodities which railroad company assists in unloading.
- 5th—Approximate number of such cars loaded per month.
- 6th— " " " " " unloaded "
- 7th— " " " " " on which help is given.
- 8th—What proportion of above are loaded over platform?
- 9th— " " " " " unloaded on platform?
- 10th—Approximate cost per ton, including pay of check clerks and laborers, for handling each of above classes of freight.
- 11th—Similar information as to carload freight handled for your company at Cupples Station and Union Freight Depot.
- 12th—Any other information or ideas on the subject you are willing to submit for assistance of the committee.

A. J. DAVIDSON,
Supt. Trans. St. L. & S. F.,
L. C. FRITCH,
Sup. B. & O. S-W.,
A. T. PERKINS,
Supt. Ter. Burlington Route.

President: Replies have been now received from the greater part of the roads, and the committee hopes it may be able to present something tangible at the next meeting.

Mr. Fritch: If any agents of the roads haven't furnished the information, it was the desire of the committee that their general officers instruct such agents to give us promptly the information so far as consistent.

President: I understood from Mr. Davidson that he has sent copy of the letter to several of the superintendents, requesting that they see the information is furnished as soon as it can be done conveniently. If there are no remarks, it is to be taken for granted that the committee will be allowed further time.

Another committee was called for at the last meeting, a motion having been made by Mr. Fritch that a committee be appointed to investigate the question of storing freight in freight warehouses and on freight-house platforms. A separate committee was not at once appointed on that subject, because it seemed to be so closely allied to the previous subject. It now seems to be desirable, however, to have a separate committee, and I will appoint on that committee Mr. E. G. Mueller, Mr. L. W. Berry and Mr. H. C. Barnard.

Under the head of New Business we have the matter of arranging for a subject to be presented by this Division at the next general annual meeting of the Central Association. The meeting of the executive committee of the Association was attended by all members last Monday and showed a good deal of interest, and Louisville was decided on as being a central and convenient place, and members of the Louisville Division were anxious to have the Association come there.

This matter of the selection of a subject and of some member to present the subject is now before the meeting for action. Possibly it would be well to appoint a committee to arrange this.

Mr. Sands: It seems to me, Mr. President, that you, having knowledge of the various qualifications of the members, should be better able to select a member to read a paper than could a committee.

Mr. Fritch: I move the President appoint himself a committee of one to secure someone to prepare a paper for the annual meeting.

Mr. Clarke: I second the motion.

President: It is moved and seconded that the President be appointed a committee of one to arrange for some member to

read a paper to represent this Division at the annual meeting. Those in favor please say "aye."

It is a vote.

President: I would say there was one other committee out, appointed to look after the entertainment of the Car Service Association and the Transportation Association, which met here last month, and they report that they provided some entertainment at an expense of \$23.50; that amount was divided among the various roads on the usual basis. In addition to the amount expended for entertainment, the Terminal R. R. Association furnished a special train to take the visiting officers over the terminal, which service was complimentary. If no objections, the expense named and as billed will stand approved, it being covered by a resolution passed at December meeting.

That is all the business on the Secretary's docket. Has any member any new business to offer?

Mr. Barnard: I would like to ask as to the custom for weighing cars on private scales. So far as the Air Line is concerned we make a charge of 75 cents per car.

Mr. Roederer: This matter is now up in the Local Freight Agents' Association, with a view to getting information from all lines, and they expect to complete their report by next meeting.

President: The information can doubtless be obtained from the Local Freight Agents' Association after their report is made.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., February 14, 1900.

The meeting was called to order by Vice-President Rider at 2:15 p. m.

The representation was as follows:

A. T. & S. F. Ry.....	(Not represented.)
C. & A. R. R.....	MR. W. H. STARR.....Supt.
C. G. W. Ry.....	(Not represented.)
C. M. & St. P. Ry.....	MR. D. W. RIDER.
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.	MR. E. G. FISH.....Supt. Ter.
K. C. Belt Ry.....	MR. D. W. RIDER.....Supt.
K. C. F. S. & M. R. R. .	MR. E. F. EDGECOMB...Agent.
K. C. N. W. R. R.....	MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R. .	MR. E. PHENNEGER ...Agent.
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....Supt. Ter.
“ “ “	MR. R. K. SMITH.....Asst. Supt.
“ “ “	MR. J. P. CUMMINGS ...Agent.
K. C. Sub. Belt R. R. .	MR. F. B. PARKER.....Gen'l Supt.
M. K. & T. Ry.....	(Not represented.)
Mo. Pac. Ry.....	MR. C. E. CARSON.....Supt. Ter.
St. L. & S. F. R. R. .	MR. A. O'HARA.....Supt.

Union Depot Co (Not represented.)
Union Pacific R. R. (Not represented.)
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
(Omitted from January proceedings.)
C. & A. R. R. MR. W. H. STARR Supt.

President: As the minutes of the last meeting have been printed, unless there are objections they will stand approved.

Unfinished Business.

Secretary: At the last meeting I was authorized to have the rules of the Association printed as revised and adopted at that meeting, but in looking into Rule 10, as shown in the revision of 1895 (Rule 8 of the proof of new rules), it seemed to me that it was in direct conflict with the Master Car Builders' rules, and I thought best to delay the printing of the rules and bring the matter before the Association. The rule referred to reads as follows: "That all cars which have been delivered to connecting roads to switch to private side tracks in Kansas City, which cars are in bad order at time of such delivery, and by reason of being in such bad order are further damaged in necessary handling, shall be received back by the delivering road without compensation from the road switching the car as above, covering cost of such repairs; and all chains or other property used in returning the car to the home road shall be returned to the road owning such chains or other property. All parts of any broken car shall be returned to the road delivering the car. November 8, 1883."

President: What is your pleasure, gentlemen?

Mr. Carson: All of the lines are bound by the Master Car Builders' rules, and it does not seem to me that we should have any rule which would conflict with the M. C. B. rules. This rule was adopted before there was a Joint Car Inspectors' Association at Kansas City, but now that the Master Car Builders' rules have been adopted and amended from time to time, and it

appears that this rule is diametrically opposed to the M. C. B. rules, I believe that it should be eliminated and the settlement of such matters left to the joint inspection association. I move that the rule be eliminated.

President: Is not that a good rule for lines which are not members of the joint inspection association? There are several lines that are not members of that association.

Mr. Parker: We are not a member of the joint inspection association but we are governed by M. C. B. rules.

President: What particular objection would there be, Mr. Carson, in letting this rule stand?

Mr. Carson: Because it is contrary to the practice that exists at Kansas City at the present time, and because this Association ought not to have any rule that would be in conflict with the Master Car Builders' Association.

President: As I understand it, even under the Master Car Builders' rules, we are not compelled to receive a car not in safe condition to handle.

Mr. Carson: You might decline to receive the car, but if you do receive it you are responsible for any damage that might occur to it.

President: If we decline to receive the car would it not put you in a worse position than for us to accept it under this rule?

Mr. Carson: I believe it would be better for the lines which are members of the Master Car Builders' Association even if you decline to receive a car to make some other disposition of it, rather than agree to this rule. There may be only one draw-head out of a car and it could be handled with ordinary care without additional damage to it. It is not necessary to incur additional damage.

Mr. O'Hara: What objection would there be to substituting the M. C. B. rule for Rule 10?

Secretary: There is no particular M. C. B. rule on this point. Damages of this kind are settled the same as any other damage.

President: We have a number of rules as to our method of doing business that are not in full accord with the M. C. B.

rules. I can't see any objection to this rule remaining, but if the Association desires to remove it, those lines that did not agree to it would simply have to give notice that they would not accept cars in bad order. I will say for the Kansas City Belt Railway that if this rule is taken out we shall immediately give notice to all connecting lines that we will not receive cars with drawbars out or otherwise damaged so that they are liable to be further damaged by handling, without a special guarantee that we will not be held for further damage to the cars. We could not afford to do business any other way.

Mr. Cummings: I believe that the present rule should be eliminated and our interchange governed solely by the Master Car Builders' rules, for the reason that it will make it safer for the road bringing the car into town. The switching roads will, of course, protect themselves in line with Mr. Rider's remarks, and, when a car is offered with defective running gear or draft timbers, refuse to receive the car unless the delivering line guarantees to protect them from consequential damage. The agent of the delivering line will have to determine whether the necessity for prompt delivery on the Belt Line or switching line's track is so great as would warrant his road in guaranteeing against consequential damage. If it is, he will report it to the superintendent and get the necessary authority; if not, he will have the car switched to the repair track and repaired.

With Mr. Fish's permission, I will second Mr. Carson's motion.

President: It is moved and seconded that Rule 10 be repealed. Carried.

Correspondence.

The Secretary read the following letter:

Santa Fe Route.

Kansas City, January 31, 1900.

Mr. B. H. Garrigues,

Secretary K. C. Div., C. A. of R. R. O.

Dear Sir: As with the close of today I sever my connection

with the A. T. & S. F. Railway, this is to respectfully request that you present to the Association my resignation as a member thereof, and to thank for me each and every member for the uniformly kind and courteous treatment that I have always received at their hands.

My connection with the Association has always been not only extremely pleasant, but instructive and profitable, and I shall always look back upon our meetings as among the most pleasant of my recollections.

With my very kindest regards to each and every member of the Association, I am,

Yours truly,

(Signed) J. W. STARR,
Supt. Ter.

It was moved, seconded and carried that Mr. Starr's resignation be accepted.

The following was read:

Cincinnati, O., January 20, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please furnish me with index of the proceedings of your Division for the year 1899 as early as practicable, and advise how many bound copies you will require for your Division.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Secretary: I have furnished the index, and as heretofore we have ordered one bound copy of the proceedings for the record of the Association, I have advised Mr. Fetter that we would require one copy for 1899, subject to the approval of the Association.

Mr. Parker: I move that the Secretary's action be approved.
Seconded and carried.

The following letters were read:

Cincinnati, O., February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, it was moved and carried "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Kentucky, July 17 and 18, 1900.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Cincinnati, O., February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, the following resolution was adopted:

Resolved, That each Division member of this Association be requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting, to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject will be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Reports of Committees.

Report of Committee on Grain Door Question.

President: Is the committee on the grain door question ready to report?

Mr. Starr: We have got a lot of information on the subject, but it is not yet in shape to make a report, and we request further time.

President: If no objection, we will give the committee another month's time.

The Secretary read bill of W. S. Haynes, amounting to \$29.40, for time and expenses securing information for the grain door committee, and same was ordered paid.

Report of Committee on Checking Cars on Kansas City Belt Line.

President: Is the committee appointed at the last meeting on the checking of cars on the Belt Line ready to report?

Mr. Parker: Gentlemen, the following is our report:

Kansas City, Mo., February 12, 1900.

Your committee, appointed to arrange for checking of cars at industries located on the Kansas City Belt Railway, beg to report that we have perfected an arrangement for accepting the check of the Kansas City Milling Company, Marsh Oil Works and Peet Bros. on outbound shipments, subject to the supervision of the Western Railway Weighing Association, which provides that the shippers furnish with bill of lading a certificate of loading, and also seal the car with their own seals immediately after the loading is completed; a clear bill of lading to be issued on the strength of above certificate upon receipt of car by forwarding road.

Your committee found it desirable to secure other mills and industries located on other lines to this same agreement, and

therefore extended it to include the following: Arms & Kidder, D. B. Kirk, Kelley Milling Company and Zenith Mills, which includes all mills in Kansas City, except the Rex Mills, who still have the matter under consideration.

Your committee found that some of these firms were not supplied with seal presses and seals, and as they must be so supplied before this can become operative, we would recommend that whatever seal presses and seals are required be furnished by the line on whose tracks these firms are located, and that these arrangements become operative at the earliest possible date.

In order to insure the success of the above arrangement and save money for railroad lines in Kansas City your committee strongly recommend the following resolution:

Resolved, That effective with the above arrangement all lines decline to send check clerks to check outbund shipments loaded at any industry on any line within the switching limits of Kansas City.

F. B. PARKER,
E. PHENNEGER,
R. P. ISITT,
Committee.

Mr. Carson: I move the adoption of the committee's report.
Seconded by Mr. Laughlin.

President: The matter is now open for discussion.

Mr. Edgecomb: How do you propose to settle claims in case of loss or damage?

Mr. Cummings: In answer to Mr. Edgecomb, I will say that the adoption of this report will not cut any figure whatever in the settlement of claims. They will be settled in accordance with the rules of the Freight Claim Agents' Association, by the lines in that association, and those outside will settle them as they deem fit and just, according to the merits of each case.

If the resolution is adopted and the lines refuse to send check clerks to firms who have not signed this agreement, it will necessarily follow that we will issue "shipper's load and

count" bills of lading, and should there be a shortage and a claim presented, that claim would be settled by the Freight Claim Agents' Association, the same as if the contents of the car were counted by a railroad representative, provided the shipper furnishes an affidavit as to the number of packages loaded in the car and the consignee a like affidavit as to the number unloaded.

President: In regard to the seal presses and seals being furnished by the line on whose tracks the firm is located, I would like to ask if it would not be possible to have the seals and presses furnished by the Western Weighing Association.

Mr. Parker: The committee, in talking that matter over, looked somewhat into the future, and it would seem that the time is coming when pretty near all the industries, such as mills, etc., located on all the lines will supply their own presses and seals. We are leading up to that point. Some of them have agreed in this case, but a few were against it, and we thought that as long as the railroad companies would have to send a man to seal the car anyway, that they would not object to furnishing a seal press. It is a protection to the railroad companies to have the car sealed immediately after it is loaded, and if the shipper's count is to be taken they will be sure to seal the car as soon as it is loaded, and if it goes through to destination with their seals on the car, I don't see but what we would have a better show to decline a claim than if we had our own seals on it.

Mr. Edgecomb: We had this matter up some time ago and most of the firms would not agree to accept a bill of lading with the notation "shipper's load and count" because the banks would not accept them as cash. This was especially objected to by the firms doing an export business. This is probably why the Rex Mills are holding out.

Mr. Parker: This provides that those firms who sign the agreement will be given clear bills of lading upon their furnishing certificates of loading, and the Western Weighing Associa-

tion will look through their books and investigate any claims, the same as the packing houses are handled.

Mr. Edgecomb: You mean they are going to become party to the Western Weighing Association agreement?

Mr. Isitt: Only in so far as allowing the Western Weighing Association access to their records for the purpose of verifying their check.

Mr. Edgecomb: That ought to work all right.

Mr. Isitt: With reference to furnishing seals, the committee had in mind in making that recommendation that if cars are sealed by the parties who load them—I am not referring now to those in the agreement, but to those to whom we propose to issue shipper's load and count bills of lading—and those cars go through under their own seals and a shortage should check out, the probabilities are that in nearly every case they would be satisfied that it was an error on their part. Whereas, if we wait until the cars get into the various yards before sealing them, you have to convince them every time that the stuff was not stolen in the yard of the switching line. We feel that it would be a large measure of protection for all the lines if everybody who asks was furnished seals. We have furnished four firms located on our line with their own seals. It has relieved our men of just that much work, and it keeps the cars under seal protection all the time.

Mr. Carson: From the fact that so many of the largest industries have agreed to go into this arrangement, I believe, if it is adopted, that a great many more who are holding out will go into it in order to get clear bills of lading.

Mr. Edgecomb: If this resolution is adopted, I think it would be well to have a copy of it sent to the General Agents' Association, as a great many bills of lading are issued by the commercial agents and general agents, and unless they are notified they would not sign bills of lading without the notation "shipper's load and count."

President: We don't want to take any action that will not

be upheld. I would like to ask if the committee has consulted the traffic departments.

Mr. Parker: We did not consult them, but it is hardly necessary, for the reason that they should be satisfied with any arrangement we may make with the Western Weighing Association.

Mr. Edgecomb: We went through this same thing with the packers. We used to send check clerks there, but when it was done away with by this Association my notice came from the traffic department, so that it is evident that you would have to take up with the traffic department as to the kind of bill of lading to issue.

Mr. Isitt: It seems to me that a notice to the traffic department would be sufficient. They are now signing bills of lading on the check furnished by the operating department, and if we notify them that an arrangement has been made under the supervision of the Western Weighing Association to accept the shipper's check, that ought to satisfy them.

So far as our line is concerned I know it is satisfactory, because I have taken the matter up.

President: I only raised the point because we don't want to do anything here that we would have to take back.

Mr. Starr: Don't you think it would be well to have a copy of this agreement to attach to that report, with the signatures of the various firms, so as to make it complete?

Mr. Parker: That is being secured by the Western Weighing Association. They are getting this agreement signed.

After some further discussion Mr. Carson's resolution was amended to read as follows:

"That the report of the committee be accepted, and that, effective March 1, 1900, all lines decline to send check clerks to check outbound shipments loaded at any industry on any line within the switching limits of Kansas City; that those firms which sign an agreement under the supervision of the Western Railway Weighing Association, providing that the shipper shall furnish with bill of lading a certificate of loading and also seal

the car with their own seals immediately after loading is completed, shall be given a clear bill of lading upon receipt of car by the forwarding road; that those firms who do not sign such an agreement shall receive bills of lading bearing the notation "shipper's load and count"; that all firms having private tracks be furnished seal presses and seals by the line on whose tracks they are located; that the Secretary be instructed to furnish a copy of the committee's report, and this resolution, and the agreement which the industries mentioned have signed or will sign, to the superintendent of each line member of this Association, to be forwarded to the proper traffic officials of those lines; and also that the Secretary of the General Agents' Association be furnished a copy of the report and resolution."

The motion was put and unanimously carried.

Mr. Isitt: Before we get away from the checking question there is one thing we ought to pass upon, and that is the payment for checking that has been performed by the Kansas City Milling Co. They have got bills in with most of the lines for checking cars from December 1 up to this date. We are all now, I suppose, sending our men out instead of accepting their check, but I think I speak for the committee in saying that it is our judgment that these bills ought to be allowed. While we don't think the cost of checking as great as charged, yet it is the same figure we have been paying right along. They have performed the check in good faith, and I think we will have to keep faith with them and pay the bills. I would like to make a motion to that effect.

Seconded and carried.

New Business.

Election of President.

President: I presume it is understood that the resignation of Mr. Starr creates a vacancy in the presidency, and that I am simply acting as chairman today under the authority of the

rules of the Association. It will, therefore, be in order to elect a President for the Association, as required by the rules.

Mr. Fish: I nominate Mr. D. W. Rider.

Mr. Parker: I second the nomination.

Mr. Carson: I move that the rules be suspended and the Secretary instructed to cast the vote of the Association for Mr. Rider as President.

President: As chairman it will be my duty to put that motion.

Carried.

Mr. Rider: I desire to thank you for the honor conferred in electing me to be your presiding officer for the ensuing year.

Some little time ago I was censured for not desiring the position by the retiring President, Mr. Carson. I assure you it was not because of my lack of appreciation of the honor, but rather timidity and doubt of my ability to fill the position so ably filled by the distinguished men who have preceded me—men who have made an honorable record for themselves in the railroad world. With that in my mind, is it unreasonable that I should hesitate to accept such responsibilities?

I can but abide by your decision, and in so doing understand that I am not your master, but the servant of this Association, to see that its laws are impartially administered, its dignity upheld, and to be guided by your wishes in all things connected with it.

It is necessary, therefore, to have your hearty assistance, which I hope you will freely give, the attendance of all members at the regular meetings, the earnest participation in all of the proceedings; otherwise the Association can do little good.

If it is your wish that this Association shall make a record of which we may all be proud, then it is necessary for every member to exhibit his loyalty by cooperating to the fullest extent with the officers and with each other. If you will do so, I shall have no fears for the future.

With your permission, I would suggest the appointment of a permanent program committee, to whom shall be referred all

topics for discussion, they to name one or more topics for each meeting, and to give notice of subjects at least one month in advance..

That the subjects be largely confined to our necessities, which the most of us realize are growing from day to day, that all of us must expand our ideas as the properties with which we are connected expand.

Do we all realize how rapidly this fair land of ours is growing in population, in business, in wealth; how much more we are called upon to hustle to meet the demands of the present and ever-approaching future? How many of us who lived through the hard times of the past few years, with our expenses in all departments at the lowest limit practicable, were prepared to handle economically last year's great business? Were our tracks well ballasted and strong enough to carry with safety the new heavy locomotives and cars? Did we have the power in good condition? Were our yards large enough and properly arranged? Did we have enough skilled men to meet the demand? I think not, and the enormous increase in the price of all railroad material and supplies is direct evidence of the unpreparedness of all the roads.

It is impossible to contract today for delivery of freight equipment with any car works in the United States before next July—think of what that means. We had to beg rolling mills for a few tons of steel rails last year, and contract last September for steel rails for March delivery at three times the price of 1897, and nearly twice of 1898. Look at the enormous profits of the Federal Steel Company, an organization only a little over a year old.

Gentlemen, we were stupefied by the hard times, and the only small satisfaction we can get for ourselves is the fact that we were not the only ones; there were others.

Munsey's February number had an excellent article on "Railroad Police." It is a serious matter to all of us, and is well worth discussing at some future meeting.

Perhaps the main reason why every railroad has not main-

tained a regular police force is that they are the heaviest taxpayers, and should be entitled to protection from the regular police of cities and other officers of the law; but, instead of protection, robbery of railroad property has been encouraged or treated with indifference, which amounts to the same thing. I am in favor of a regular organized railroad police force.

It was not my intention or purpose to make any suggestions to this Association, whose members are so well able to suggest and discuss such subjects as are of interest, and I beg pardon for digressing.

Gentlemen, I await your pleasure.

President: It will be in order to nominate a Vice-President for the ensuing year.

Mr. Carson: I place in nomination for Vice-President Mr. A. O'Hara, and move that the rules be suspended and the Secretary instructed to cast the vote of the Association for Mr. O'Hara as Vice-President.

Seconded and carried.

Permanent Program Committee.

Mr. Carson: I am in hearty accord with the remarks of our President as to our future and as to our duty to the Association and the lines we represent.

I believe that the suggestion that we have a permanent committee to select subjects for discussion in this body is a good one, and I will offer a motion that the President be authorized to appoint a committee of three for this purpose.

Seconded by Mr. Laughlin and carried.

President: I will name Mr. O'Hara, Mr. Starr and Mr. Fish on that committee.

Paper to be Prepared for Annual Meeting.

President: There is another matter which, as President, I would like to bring before the Association, and that is that we have been requested by the Secretary of the Central Association

to furnish a paper to be read before the next annual meeting of the Association at Louisville, Ky.

This Association is very highly honored in having with us the President of the Central Association, Mr. C. E. Carson, and speaking for myself, as President of the Kansas City Division, I would like to have that paper prepared by Mr. Carson, who will undoubtedly be there, and who has so ably represented this Division in the past at the annual meetings.

Mr. Carson: It must be conceded by the Association that I have never shirked any duty which has been imposed upon me in my brief experience in this Division, but from the fact that I have been honored with the position of President of the Central Association and will be very busy with the general affairs of the Association during the annual meeting, I would like very much to be excused from preparing a paper. I am already on a committee which makes a report at the annual meeting, and expect to have considerable work in connection with it. I would very much prefer that someone else be selected to prepare a paper. We have a number of men here who are more capable than I am in that respect. I thank you, however, for the honor.

President: Are there any further remarks? Will any gentleman volunteer to write a paper?

Mr. Carson: I believe it is a good practice to start the new members in and make them work. Mr. Starr has had a varied experience in transportation and all other departments of railroad work, and it seems to me that he would be a most excellent person to prepare a paper for this Division. It will, of course, be a source of pride to me to have this Division well represented at the annual meeting. I would like to suggest the name of Mr. Starr.

Mr. Starr: I must positively decline for the reason that as soon as the weather opens up I expect to have my hands full out on the road, and I will not have the time to attend to a paper.

Mr. Carson: Everything of this kind involves more or less

personal sacrifice. In fact, attending these meetings is a sacrifice on the part of us all. We are all busy men, but I believe if we are so busy during the day that we can't find time for anything of this kind it is no more than our duty to burn some of the midnight oil. I know that Mr. Starr has not been here long and that he has a lot of propositions to contend with in his new position, but I would like to urge that he accept this responsibility.

Mr. Starr: I appreciate the honor, but I would not care to attempt anything of this kind unless I did it right, and I haven't the time to spend on it now.

President: I really think Mr. Carson has a valid excuse; I don't think Mr. Starr has given a good reason except that he is not yet very well acquainted with his property, but neither of these excuses will hold good with Mr. Parker.

Mr. Carson: If Mr. Starr feels that he can not possibly give the time, I don't know of a better substitute in the Association than Mr. Parker. I know a number of subjects that I feel sure he could handle with great skill, and I believe that he would do the Association and himself great credit.

Mr. Parker: I am afraid that I shall not be able to attend the annual meeting, and, besides, I think there are others here who are better prepared for a duty of that kind. *

President: It is not absolutely necessary that you should attend the meeting, but we shall be glad to have you do so. I will appoint Mr. Parker to represent this Division with a paper at the annual meeting.

There being no further business the meeting adjourned.
Date of next regular meeting, March 14, 1900.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, February 14, 1900.

The meeting was called to order at 10:25 a. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. Ry.....	Not represented.
C. & O. Ry.....	MR. M. L. AKERS.
Big Four Ry	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. W. H. NEWMAN.
“	MR. B. O'BANNON.
I. C. R. R.	MR. E. F. STOVALL.
L. & N. R. R.	MR. C. J. KLEIN.
“	MR. J. B. ARBEGUST.
“	MR. J. G. CLIFFORD.
“	MR. H. G. DEMPFF.
L. E. & St. L. R. R.	MR. W. K. MORLEY.
L. H. & St. L. Ry.....	Not represented.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
“	MR. E. E. MORRIS.
Southern Ry.	Not represented.

VISITOR: Mr. B. S. Josselyn, General Manager Kentucky & Indiana Bridge Co.

The Chair: The first thing in order is the reading of the minutes of the previous meeting, which will be dispensed with if there is no objection.

Mr. Taylor: I move that the reading be dispensed with and the minutes stand approved as printed unless there is some reason to the contrary.

Seconded and carried.

Mr. Taylor: I move that the special order of business be taken under consideration, and if that be the wish of the Association I have some changes I would like to recommend in the report of the committee.

Seconded and carried.

Mr. Taylor: Mr. President, I would like to make a motion to amend the original report by the substitution of the following rules of practice in lieu of the rules proposed. I desire to explain that in submitting this amendment my purpose is to reconcile the parties at interest that we may all be in favor of the report. The amendment of the rules consists of the addition to Rule 3 of the clause, "Nothing herein to be in conflict with M. C. B. Rule No. 2," and the omission of proposed original Rules 3 and 4. The omission of these rules, in my judgment, being made necessary by the attitude of some of the members of this Association. I move that the report as submitted be amended by the substitution of these rules for the ones proposed.

The Chair: Mr. Taylor, I think we had better have the entire report read.

Mr. Taylor: The report under consideration was made by me as chairman of the committee, and has for its object the organization of a Car Foremen and Inspectors' Association. The report as submitted provides for an organization, constitution and by-laws and certain rules of practice as follows:

Rules Issued by the Central Association of Railroad Officers, Louisville Division, for the Regulation and Government of the Interchange of Cars between Lines Centering at Louisville, Ky.

1. Cars bearing defects received from connecting roads loaded or empty will be held on the tracks of receiving roads and the delivering road be called upon for defect cards.

2. Pending receipt of defect cards or repairs to car by delivering road cars will be held eight hours on tracks of receiving road. In cases where night car inspectors are not authorized to issue M. C. B. defect cards, cars received after 5:00 p. m. will be held for defect card by receiving road until 12:00 noon of the day following delivery.

3. Inspectors of receiving roads will report all cases of defective cars to their foreman, who in turn will take up the case immediately with the foreman of inspectors of delivering road. Nothing herein to be in conflict with M. C. B. Rule No. 2.

4. All defects on cars must be stated by receiving road when card is originally asked for. The receiving road must not ask for defect card from delivering road for defects discovered subsequent to first application for card.

5. All messages relating to defect cards are to be in writing, whether transmitted by telegraph, telephone or otherwise. The time as well as the date must be written on all messages, showing when sent and when received. When messages are sent by telephone the sending and receiving operators will note their names or initials on the message the same as when sent by telegraph. Record must be kept of the date and time cards are forwarded, and also of the date and time they are received. When a defect card is asked for from a delivering road the foreman of inspectors shall answer whether the card will be given or not, and when given he will notify the receiving road when it will be forwarded.

6. Provided inspectors of roads interchanging cars disagree

as to responsibility for defects of loaded cars, the receiving road will accept any card for defects, allowing cars to go to destination without delay, and inspectors of both roads will forward to their immediate superior officer or superintendent a statement of the case, with their own records of condition of car, which statements shall be submitted to the standing committee through the Secretary of this Association, the report of the standing committee to be submitted to the Association for decision. Appeal from the decision of the Association may be made to the Arbitration Board of the Master Car Builders' Association.

7. Cars must be rigidly inspected by receiving roads, and defects found must be carded or repaired previous to forwarding.

These rules shall in no particular be construed to conflict with the rules of the Master Car Builders' Association governing the interchange of cars.

Car inspectors of the respective roads will carefully note the foregoing instructions and strictly comply therewith.

Foremen of car inspectors will post a copy of these rules in their offices and supply rooms.

Mr. Morley: I second it.

The Chair: It has been moved and seconded that the amendment to the report just read by Mr. Taylor be substituted.

Mr. Taylor: In line with the general subject I want to say that personally I am of the opinion that no form of joint inspection will, under the existing conditions, be satisfactory in this terminal. The members of your committee, in submitting this report, wished simply to improve the existing conditions, and the calling into existence of an association of this kind is a step in that direction. It is believed that meetings of the men actually engaged in the work of inspecting cars and the discussion of the general subject will result in a material improvement, a more friendly and proper feeling and more satisfactory service. After submitting the first report it was found that the rules as proposed were wrong in degree, and it was therefore desirable that they be changed. The rules have been so changed, and the question now before you is on the adoption of the

amended rules for the rules originally proposed. I believe they are all right, and hope you will find it consistent to adopt the amendment and subsequently the report.

The Chair: Are there any further remarks?

Motion prevailed.

Mr. Taylor: I move that the report be put on its passage and that same be adopted as submitted and amended. I think that brings the question up of whether or not we will have this association.

Mr. Newman: I second it.

The Chair: Any remarks?

Mr. Taylor: I would suggest, Mr. President, that, if consistent, the vote on the motion be by roll call, as it is the inauguration of a new feature.

The vote was then taken by roads, and resulted as follows:

Aye.	Nay.
Big Four.	L. E. & St. L.
C. & O.	
C. I. & L.	
L. & N.	
P. C. C. & St. L.	

In view of the fact that the committee's report of Nov. 7th, submitting the matter to the Association, required the unanimous consent of all roads members of the Louisville Division, the Chair declared the motion lost.

Mr. Morley: My objections to this report are as follows: We are perfectly satisfied with the present method we are pursuing, and we feel, in fact, know, that the adoption of these rules will delay our freight. The K. & I. Bridge Co. takes our freight cars across the river, and they are delivered to us at the time our fast freight trains are ready to leave, and we can not afford to have these cars set out and held eight hours, which means 12 or 24 waiting for defect cards. We handle cars very successfully by notation between the K. & I. and Air Line.

Furthermore, our mechanical department objects to the rules, and in view of that I can not vote for them.

Mr. Taylor: Gentlemen, as championing this report, I would like to say that I am surprised at the objections urged. There is absolutely nothing in that report that changes in one particular the proper practice appertaining today. It is simply a means of education for the benefit of the men engaged in the work. It has been tried for two years at Indianapolis, and has resulted in enormous benefit to the railroads, and has resulted in neither delay nor friction. There is much confusion in this terminal, and I think that such confusion is likely to result in friction and delay not justified. It is this that we want to remedy, and I can not see any reasonable excuse for opposing the adoption of the report.

Mr. Morley: I think that if the object of the report is to start a school for inspectors it ought to be put in the report.

The Chair: May I suggest, gentlemen, that you offer a motion to let the matter lay over until the next meeting. Perhaps by that time the objections of the L. E. & St. L. may be removed.

Mr. Taylor: I am perfectly willing to withdraw the original motion, and let the Chair entertain a proposition to lay the report on the table until the next meeting.

Mr. Morley: I want to suggest that the whole matter be sent out to each superintendent. I supposed the only thing we were considering was the adoption of the rules.

Mr. Taylor: At the meeting at which the original report was made, this Association laid same on the table that there might be time for consideration, and that it might be made a special order of business. The subject has been before the Association for consideration for the last two months.

Mr. Josselyn: How does this stand as regards joint car inspection? Is this not joint car inspection in another form?

Mr. Taylor: No, sir.

Mr. Josselyn: I do not see any difference between this and a Joint Car Inspectors' Association, except that you do not have

joint employees. It appears to me that an organization of this nature should not be inaugurated in the absence of four important lines, in three of which the K. & I. is much interested. It would be impossible to take definite action on this matter today. I do not know what the B. & O. S-W. and Southern think of it, and I hear a dissenting voice from the L. E. & St. L. My idea of this is that in order to make it effective in its results it would be necessary to have an unanimous agreement to these conditions. If that can not be obtained, then I do not see any reason why independent action could not be taken as between two or more lines.

The Chair: Would it not bring out the views of everybody on the subject, particularly those roads not represented here today, if we should take a letter ballot on it?

Mr. Newman: It seems that some roads have not been furnished with the by-laws and constitution of this proposed association. I would like to move that each line be furnished with a copy of the constitution, by-laws and rules as amended by Mr. Taylor, and that a letter ballot be taken.

Mr. Taylor: I second the motion.

Carried.

The Secretary: I have here the result of the letter ballot on the switching rules as proposed by Mr. Harahan. We have replies from all roads except the B. & O. S-W., and the L. & N. reply if conditional; that is, that the bridge companies become parties to this agreement. All the balance of the roads vote "Aye" in the matter, and the L. & N. vote "Aye" if the bridge companies acquiesce.

It was decided to hold this matter over until the vote of the B. & O. S-W. was received and the committee appointed to see the bridge companies could report.

The Chair: Is there any further unfinished business or reports from committees?

The Secretary: We have a report from Mr. Taylor, chairman of the committee on the matter of furnishing labor to load and unload carload freight.

Mr. Taylor: Pursuant to the action of this Association we were requested by the Local Freight Agents' Association to grant them authority to unload certain commodities, list submitted, as exceptions to the general rule. The Association did not feel that the list as submitted was complete or that the authority asked for by the Local Freight Agents' Association met the requirements of the situation. The Association, therefore, appointed a committee of three members to confer with the committee from the Local Freight Agents' Association to develop some more satisfactory method of handling the transaction. I was chairman of that committee, and my associates were Mr. Harahan and Mr. Fritch. We met with the committee of the Local Freight Agents' Association, and after a thorough discussion we came to the conclusion, first, that it was practically impossible to grant the exceptions necessary to the conditions without an elaborate list much longer and more comprehensive than that asked for. Second, it was a mistake in policy to establish such a rule of practice and create such a list because of the attitude in which the railroad companies would place themselves with reference to their patrons. Third, that in order to meet the requirements of the situation it was necessary that a rule should be formulated sufficiently rigid to prevent abuse of the practice authorized and sufficiently elastic to permit of its application to the conditions existing. To that end we formulated the report which I have now to submit. The report comes before us in the form of a request from the Local Freight Agents' Association, and the text is as follows:

"Pursuant to the action of the Central Association of Railroad Officers, the Local Freight Agents' Association has herein to recommend and request authority for the inauguration of the following rules of practice with reference to freight taking car-load rates that may be handled through freight-houses or over platforms operated in connection therewith:

"Rule 1. The authority herein granted shall be exercised only at the option of the railroad companies.

"Rule 2. No labor will be furnished by the railroad com-

panies in loading or unloading carload freight on team tracks, with such exceptions as may be granted by the Central Association of Railroad Officers, Louisville Division, after proper application to said Association by the local agent at interest through and with the recommendation of the Local Freight Agents' Association.

"Exception—When proper use of equipment or other sufficient cause demands, agents may, upon the authority of that transportation officer to whom they report and from whom they receive their instructions, load and unload through their freight-houses and over the platforms operated in connection therewith freight taking carload rates.

"Rule 3. The authority herein granted must in nowise be used to avoid, directly or indirectly, legitimate car service charges properly accruing under the rules and practice of the Louisville Car Service Association."

After considerable discussion of the report the following motion was offered:

Mr. Taylor: I move that the Association concur in the recommendation and furnish to the Local Freight Agents' Association that authority requested in the report of the joint conference committees.

Mr. Newman: I second it. I would like to have all roads vote, even those absent.

The Chair: That would require a letter ballot. Is it agreeable to you?

Mr. Taylor: It is agreeable to me.

The motion was then put and carried.

The Secretary then read the following correspondence:

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers held at St. Louis, Mo., February 5, 1900, it was moved and carried "that the

next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers held at St. Louis, Mo., February 5, 1900, the following resolution was adopted:

"Resolved, That each Division member of this Association be requested by this committee to be responsible for the preparation of at least one paper, to be presented at the annual meeting to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject would be, and requesting further that the manuscript of the papers be forwarded to the Secretary not later than June 15, 1900, in order that same may be printed and distributed to the members before the meeting."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

It was moved and seconded that the Secretary be instructed to convey to the Executive Committee through the Secretary of the Central Association the appreciation of this Division of the selection of Louisville as the place of the next annual meeting.

Carried.

The Chair appointed the following committee to formulate plans for those arrangements made necessary by the proposed annual meeting of the Central Association of Railroad Officers to be held at Louisville July 17 and 18, 1900, and requested the committee to make complete report at earliest consistent date. Mr. M. L. Akers, Chairman, Messrs. Taylor, McCracken, Klein, Newman, Harahan and Spencer.

The Chair: I think it proper to consider at this meeting the preparation of a paper to be submitted by this Association at the annual meeting July next.

Mr. Morley: I think Superintendent Taylor is about the best man to prepare a paper, and I move his appointment.

Seconded and carried.

Adjourned 12:05 p. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary.

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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

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 F. L. TOMPKINS.....1st Vice-Prest.
 G. W. BENDER.....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
 F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

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W. C. LOREE... ..	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
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O. G. FETTER.....	Secretary	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
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J. C. LOOMIS.....	"	Louisville "
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J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, held at the Office of the Secretary, Room 71, Carew Building, Cincinnati, Ohio, Tuesday, March 13, 1900.

The meeting was called to order at 11:05 a. m. by President Brimson.

The following roads were represented:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON ...	Supt.
“	....MR. MASON RICKERT	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
C. N. O. & T. P. Ry...	MR. H. M. WAITE.....	Supt.
“	...MR. J. P. MCCUEN.....	Supt. M. P.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

President: Unless there are objections, the reading of the minutes of the last meeting will be dispensed with.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: This subject was referred back to special committee for further consideration. That committee consisted of

Mr. Geo. W. Lewis, Mr. G. H. Waldo and Mr. C. C. Riley, and the committee has not made any further report.

Mr. Arnold: I think that they obtained a letter ballot.

President: I think that Mr. Riley will be here soon. You might pass that for the present.

Handling of Local Railroad Mail and Delivery of Notices to Consignees by an Outside Messenger Company.

Secretary: This subject was laid over at the last meeting for further consideration.

Mr. Arnold: I would state that I have been unsuccessful in my efforts to induce the P. C. C. & St. L. Ry. to reconsider its determination to not concur in the proposition to have the mail and freight notices delivered as proposed, and I therefore move that the Secretary be authorized to receive bids for the delivery of mail and freight notices for the other lines in this Association.

Seconded and carried.

Method of Loading Dressed Lumber to Prevent Sap Stains.

Secretary: At the last meeting the committee was requested to prepare rules. I now have the committee's report, which reads as follows:

Rules Governing the Loading of Dressed Lumber to Prevent Sap Stains.

The loading of dressed lumber on open cars to prevent sap stains shall be in accordance with Master Car Builders' Rules, and in addition to what is specified in said rules, strips of rough lumber, not more than 2 inches nor less than 1 inch thick by not more than 6 inches nor less than 4 inches wide, shall be placed crosswise between each layer of lumber, the ends of such pieces butting up snugly against the stakes on opposite sides of the car.

There shall be one crosspiece to each two stakes on opposite

sides of the car, and care should be taken to see that these strips are the same thickness, in order to avoid warping the lumber.

The first strips should be placed on the floor of the car, if single loads, but if double loads, the specifications of the Master Car Builders' Rules in this respect must be adhered to.

Respectfully submitted,

(Signed) J. P. McCUEN,

W. T. SMITH,

Committee.

Mr. Galloway: I move that the method recommended by the committee be accepted and adopted.

Seconded and carried.

President: Mr. Lewis now being present, we will take up subject No. 1, which is the improper loading of foreign cars in homeward direction.

Mr. Lewis: The committee is not ready to report in full, but I will read a letter that we addressed to some of the members of the Association; but I do not know that I care to burden the minutes with this matter now, as we can not take final action. I have received replies from Mr. Galloway, Mr. Houghton, Mr. Waite and Mr. Peters, but I have not heard anything from Mr. Allen and Mr. Backus, and as I have had no opportunity to refer the matter to any other member of the committee, I will have to ask for further time.

Mr. Galloway: I move that the committee be granted further time.

Seconded and carried.

Report of Special Committee Relative to Appointing a Standing Committee on Car Service Matters.

Secretary: Mr. President, there seems to be some misunderstanding as to why it should be necessary to have a committee appointed on car service matters, as there is already one Car Service Association. This does not mean a car service associa-

tion for collection and getting cars back into service. It is a car service association like the one formerly known as the Car Accountant Association. It is not a car service association like the one represented by myself.

Your committee appointed to investigate and report on general car service matters begs leave to report as follows:

Indianapolis, Indiana, February 20, 1900.
Central Association of Railroad Officers,
Cincinnati Division, Cincinnati, Ohio.

Gentlemen: Your committee, appointed to investigate and report on the desirability of appointing a standing committee on general car service matters, begs leave to report as follows:

The committee is unanimous in recommending such a committee, to whom shall be referred all matters pertaining to car distribution, car interchange, methods of handling equipment, compensation, etc. Said committee to consist of five members. Your committee further recommends that similar committees be appointed by the other Divisions, and that the general committee of the entire Car Service Association consist of the chairmen of each of the Division committees.

Respectfully submitted,

(Signed) J. R. CAVANAGH,

C. C. RILEY,

G. H. WALDO,

Committee.

Mr. Arnold: The only objection I see, Mr. President, is in the name. There would be some misunderstanding as to what is meant. I think that if we could get another name for it, it would be much better.

Mr. Galloway: The question came up before the Executive Committee of the Central Association, and everyone present, possibly with the exception of myself, understood it the other way, and wanted to know why Cincinnati wanted another car service committee. I then explained the matter, and they

caught on before I had the explanation half out, which shows the necessity, I think, of having another name—one for car service for demurrage and the other for the use of cars.

Mr. Lewis: I would like to ask what is to be gained by the appointment of this committee, and have a little information as to how broad its duties will be.

President: I would be very glad to have Mr. Galloway explain the duties of the proposed committee.

Mr. Galloway: I would say that there was a notice in the proceedings that Cincinnati wanted a car service committee additional, and as I was a representative at the Executive Committee from Cincinnati, they asked me the question, and I explained it, as before stated. It did not come up in an official way. They seemed to be of the opinion that it would be a good thing as soon as their minds were disabused, in that it has nothing to do with the demurrage of cars.

Mr. Lewis: I would like to ask if such a case as the improper loading of a car in homeward direction would come under the duties of such a committee, and if it comes under such a committee, what authority would the committee have? I have been working two or three months trying to get a consensus of opinion on this question and have not succeeded.

Mr. Galloway: Interpret the rule in force and apply it, as I understand it.

Mr. Lewis: Then the committee would have to have the authority to apply the rule?

Mr. Houghton: I do not see how that would do. Suppose a car is improperly loaded, it could not be held for that committee to pass upon it.

Mr. Lewis: That would take too long.

Mr. Galloway: Instead of this Association appointing a special committee to pass on these various questions of misuse or abuse, misrouting, transfer, etc.—instead of appointing a special committee, it would simply be referred to this committee, which would investigate the case and render a decision, and I suppose that would be accepted by this Association; the com-

mittee would become efficient and expert, and they would meet with the other chairmen at the other points all over the territory, and in this way they would become expert and settle such questions in a uniform way. That is my idea. They would become expert in their line of getting at the facts and proper decisions in all of these cases about the handling of cars.

Mr. Houghton: Would a question of this kind be referred to this committee: Say the Big Four Road routed a C. H. & D. car, for instance, out on its own line; that is a misuse; would that kind of a question come under this committee?

Mr. Galloway: If the question of compensation came up, right or wrong, a dispute between us, it would come under the duties of this committee.

Mr. Houghton: It looks to me like it would be an arbitration committee to straighten out difficulties after they had happened.

Mr. Galloway: We would not find it out until after the car had gone.

Mr. Houghton: What is to be done afterwards? I can not see that there is anything that the committee could do.

Mr. Galloway: You would be warned.

Mr. Arnold: I think that it would be some restraint in the future.

Mr. Waite: I would say that I do not think the description Mr. Galloway gave of the car service association is sufficient. I think that some other term should be used that would designate more fully the duties of the committee.

Mr. Lewis: Why not call it Transportation Committee?

Mr. Arnold: That is a very good name for it.

Mr. Lewis: Call it Transportation and Car Movement Committee.

Mr. Galloway: Would it not be well to have an understanding so the duties of this committee can be defined? I only have my own individual ideas as to its duties. They can not settle a question finally. We still reserve the right to receive or reject the decision. The good effect is this interchange of

ideas among the several parties. If we can get the other committees to adopt our plan, or the local divisions come together and interchange views, going over the various cases, that will bring about a uniform action from all points. Every road here touching other points where there is an association or a local division would tend to make a uniform plan in the transferring or misuse, etc., of the various questions that would come up. That is the good point that I see about it. I would not be willing to turn over the whole business of the C. H. & D. Ry., the rights and everything else to this committee. I want to reserve that for the Central Association.

Mr. Lewis: I move that the recommendation of the committee be accepted, such proposed committee, however, to be designated as a Committee on Car Movement; but that the matter be referred back to the committee which has just reported to define more specifically the duties of the proposed committee, and that future recommendations of such proposed committee be submitted for approval by this Association.

Seconded by Mr. Waite and carried.

Mr. Houghton voted in the negative.

**Report of Special Committee on Uniform Application and Service
Certificate Blank.**

The Secretary read the following letter, which he had addressed to a committee of three, appointed to look into the advisability of adopting a uniform application and service blank:

Cincinnati, Ohio, February 15, 1900.

Mr. H. F. Houghton,

C. C. C. & St. L. Ry.,

Mr. A. Galloway,

Supt. C. H. & D. Ry. Co.,

Mr. Geo. W. Lewis,

Supt. C. & O. Ry. Co.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held February 13, 1900, the

following communication from Mr. W. H. Brimson, Supt. B. & O. S-W. R. R., relative to application blanks and service certificates, was presented, after which it was moved and carried "that a committee of three be appointed to look into the advisability of adopting a uniform application and service blank."

The Chair appointed Mr. H. F. Houghton, Chairman, Mr. A. Galloway and Mr. Geo. W. Lewis.

Yours truly,

O. G. FETTER,
Secretary.

P. S.—The service certificate referred to will be found in the February proceedings—our copy is in the hands of the printer.

Mr. Houghton: I can report for the committee that we have not been able to hold a meeting within the past month, and I would ask the indulgence of the Association to grant further time.

Mr. Galloway: I move that the committee be given further time.

Seconded and carried.

Report of the Standing Committee on Joint Car Inspection Relative to Rules for Loading Cross-ties in Gondola Cars.

The Secretary read the following communication:

Brightwood, Indiana, March 7, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: I herewith submit report in the nature of correspondence and sketch for loading of cross-ties. The attached correspondence explains the sketches. Please present these papers and sketches at the next meeting, when the matter is brought up.

Yours truly,

(Signed) F. M. LAWLER,
Master Mechanic.

Secretary: I have two sketches, one submitted by the Cincinnati Southern and the other submitted by the Big Four.

Mr. McCuen: That matter was referred to the Standing Committee at the last meeting, and the chairman of the Standing Committee sent out notices to the different roads for drawings, and I intended to submit that at the meeting of the Standing Committee this morning, but on account of no meeting I would move that it be referred back to the Standing Committee for further recommendation.

Seconded and carried.

Weighing of Grain and Hay when Transferred.

Secretary: At the last meeting this subject was referred back to the Cincinnati Freight Committee. That committee replied as follows:

Cincinnati, Ohio, March 6, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: I return yours of February 15, relative to report of special committee on transferring and weighing cars in order to furnish Chamber of Commerce certificates of weight for the benefit of the shipper. The matter was considered by the Cincinnati Freight Committee at meeting of March 5, and the following resolution adopted:

"Resolved, That the subject be referred back to the Central Association of Railroad Officers, Cincinnati Division, as the traffic goes to a territory over which this committee has no jurisdiction, and the subject is one that should be settled between the C. & O. Ry., C. N. O. & T. P. Ry. and L. & N. R. R."

Yours truly,

(Signed) O. G. FETTER,
Chairman.

Mr. Houghton: This question being one that came up before the Local Freight Agents' Association, and it having been

exhausted, so far as this Association is concerned, and referred back to them, I think that there is no further action to be taken by this Association.

Mr. Galloway: I move that it be tabled.

Seconded and carried.

Paper for the Annual Meeting.

Secretary: At the last meeting of the Association it was moved that Mr. C. C. Riley be appointed as a committee of one by this Division to prepare a paper on any subject he may select. I have communication from Mr. Riley, under date of the 17th of February, stating that he will prepare a paper for the annual meeting of the Central Association of Railroad Officers, to be held in Louisville in July, on the topic, The Rating of Engines on a Tonnage Basis.

President: Is there any new business to come before the Association or communications?

Secretary: Nothing further.

On motion the meeting adjourned at 11:45 a. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, March 5, 1900.

Meeting called to order at 2:00 p. m. by President Zion.

The following lines were represented:

P. C. C. & St. L. Ry..	*M. W. MANSFIELD..	Superintendent.
" " "	..E. L. KRAFFT.....	Chief T. Disp.
I. & V. R. R.....	*M. W. MANSFIELD..	Superintendent.
" " "	.....E. F. KEARNEY.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER	Superintendent.
" " "	...C. S. RHODES.....	Supt. Telg.
" " "	...E. M. COSTIN.....	Trainmaster.
P. & E. R. R.....	C. S. RHODES.....	Supt. Telg.
L. E. & W. Ry.....	M. P. DENISTON.....	Trainmaster.
" " "	.....L. E. DEBOLT.....	Trainmaster.
I. D. & W. R. R.....	S. W. MAXWELL.....	Trainmaster.
" " "	.....W. A. MAXWELL.....	Chief T. Disp.
I. U. Ry.....	A. A. ZION.....	Superintendent.
Vandalia	EDW. GRAHAM.....	Freight Cashier.
Monon.....	A. J. O'REILLY.....	Asst. Genl. Agt.
" " "	.....F. M. QUIMBY.....	Trainmaster.
" " "	.....D. G. WAGNER	Chief T. Disp.

*Represented by E. F. Kearney.

Minutes of the last meeting approved as printed.

Reports of Committees.

Indianapolis, Indiana, March 3, 1900.

Central Association of Railroad Officers, Indianapolis Division:

Your committee, appointed to report on "The advisability of making a specific charge for the use of cars in addition to regular charges on switching business," which, at the November meeting was discussed and resolution passed that "it was the sense of the meeting that the money so collected should be paid to the owners of the car."

Your committee beg leave to report that, inasmuch as this subject is fully covered by the per diem method of settlement for car hire, which is now in the hands of the American Railway Association for adoption, that the subject had better be laid on the table until after the next meeting of the American Railway Association.

Respectfully submitted,

J. R. CAVANAGH,

A. A. ZION.

Mr. Bender: I move it be laid on table until after the meeting of the American Railway Association.

Mr. Kearney: Second the motion.

Carried.

The Secretary submitted the following names for membership in the Association: Mr. O. H. Jackson, Master Mechanic of the Belt Railroad, and Mr. T. W. Demarest, Superintendent of Motive Power of P. C. C. & St. L. Ry.

Mr. Bender: I move that the gentlemen be elected members of this Association.

Mr. Kearney: Second the motion.

Unanimously carried.

The Chair: The Secretary will please notify these two gentlemen that they are elected members of this Association.

Communications Received.

The Secretary read the following:

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, it was moved and carried "that the next annual meeting of the Central Association of Railroad Officers be held at Louisville, Ky., July 17 and 18, 1900."

Yours truly, O. G. FETTER,
Secretary.

Cincinnati, Ohio, February 6, 1900.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at St. Louis, Mo., February 5, 1900, the following resolution was adopted:

"Resolved, That each Division member of this Association be requested by this committee to be responsible for the preparation of at least one paper to be presented at the annual meeting to be held at Louisville, Ky., July 17 and 18, 1900, and that they be asked to notify the Secretary not later than April 20, 1900, as to what the subject would be, and requesting further that the manuscript of the paper be forwarded to the Secretary not later than June 15, 1900, in order that the same may be printed and distributed to the members before the meeting."

Yours truly, O. G. FETTER,
Secretary.

Mr. Kearney: I move a committee be appointed to select a subject and report at the next meeting of the Association.

The Chair: We have a committee already appointed to select subject, and it might be referred to that committee.

Secretary: There might be some delay if it was left to the regular committee, as Mr. Galloway is in Cincinnati and Mr. Mansfield is likely to be absent for some time.

Mr. Kearney: I then move that the President and Secretary be appointed to submit a list of subjects at the next meeting.

Motion seconded and carried.

The following communication from Mr. J. B. Eckman, Secretary of the Local Freight Association, was submitted:

Indianapolis, Ind., February 19, 1900.

Mr. G. B. Staats,

Secy. C. A. of R. R. O., Indianapolis Division,
City.

Dear Sir: I beg to advise that at meeting of this Association held 14th inst. the following rules were recommended by the Central Association of Railroad Officers for consideration and instructions:

NOTICE.

A. Beginning 00, 1900, the following railroad companies will not hold shipments of freight in their freight depots or on their platforms longer than six (6) days following date of arrival. If, at the expiration of six (6) days' time, shipments have not been removed from company's freight house, they will be stored in a licensed warehouse at consignee's risk and expense. Freight received on platforms of freight houses for forwarding will not be held for forwarding instructions longer than two (2) days, and if, at the expiration of that time, forwarding instructions have not been supplied, such freight will be sent to a licensed warehouse at shipper's risk and expense.

B. The railroad companies will not unload within their warehouse freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

L. E. & W. R. R.	C. H. & D. Ry.
C. I. & L. Ry.	T. H. & I. R. R.
C. C. C. & St. L. Ry.	I. D. & W. Ry.
P. C. C. & St. L. Ry.	

All lines concur in the above rules except L. E. & W. not in favor of Rule B.

Yours truly,

J. B. ECKMAN,
Secretary.

Secretary: I might explain, Mr. President, that a copy of this letter was sent to each superintendent, with a request that they look into the matter and be prepared to discuss the subject at this meeting.

Mr. Bender: We are ready to vote for the Big Four; we have already voted in Louisville, where this subject originated, but I don't know whether we should act on it now or whether we should take a letter ballot from each Division to make it binding. If it is thought necessary, I move that the Secretary procure a letter ballot from each line and submit the result at our next meeting.

Mr. Kearney: Second the motion.

Carried.

The Chair: We will take up the discussion of train rules, beginning where we left off at the February meeting.

Mr. Wagner: I would like to ask if any of the members present do away with the engine numbers.

Mr. Kearney: The recommendation is to discontinue using engine numbers.

From statements made it seemed that the majority of the roads were using engine numbers.

Mr. Deniston: I would like to know what is the practice of other roads in regard to giving orders for a train to pass another when overtaken.

Mr. Rhodes: Some of our Divisions give orders of that kind, but I have never approved of this form of order, but think the order should specify the point where train is to pass.

Mr. Krafft: It seems to me if the order to pass when overtaken is used, the effect will be to put the crews on both trains on their guard and they would be more vigilant at all points than when the other form is used.

Mr. Rhodes: When they have the order to pass when overtaken, they each depend upon the other, and the result is more likely to be serious.

Mr. DeBolt: Is there any difference between that order and a positive order that one train will run ahead of the other at a certain station?

Mr. Quimby: We have had some bad experiences with that kind of an order, and we don't use it at night.

Mr. Kearney: This practice has been in effect on the Pennsylvania Lines for many years, and I have never known any trouble on account of it.

Mr. Wagner: The only objection I see to the order is that sometimes you have a man on a slow train that you really want to keep out of the way, and he says "I will get out of the way just as soon as they show up," and they think, well, I can run just as fast as the other fellow, and the dispatcher is sometimes afraid to take the chances and designate the passing point for fear he will miscalculate and lay the fast train out.

Mr. Rhodes: In connection with Forms F and G, I might say that in our meeting on the new book of rules there was some discussion in reference to the rule as to requiring trains classified on the time-table to keep five minutes off the time of the next one. Form G does not make it an appendix to the schedule to the time-table. It is still an extra train, and the rules state that extra trains are inferior to regular trains of whatever class. Yet in running this train extra without making it a supplement to the time-table, we are required to make it blank minutes off the time of classified trains. We make it five minutes.

Mr. Kearney: Concerning Form H(d), isn't it a fact that a great many train dispatchers will simply use an order like this: "Eng. 595 has right of track between Turin and Verne

against No. 71," and would not 99 out of every 100 enginemen take that order and run on it, when he really would have no right to move on the order without flagging?

Mr. DeBolt: If you asked them how they got over, they would say that they were flagging against extras.

Mr. Deniston: In regard to example C, page 45, I think it would be better to say which way you are going; we should state in the order the direction in which the extra is moving; we should say extra east or extra west.

This was concurred in by all present.

Mr. DeBolt: What is the necessity of the extra being in the copy of the work train's work order? The extra would necessarily be compelled to have an order to protect itself against the work train.

Mr. Kearney: I don't see any necessity for it at all.

Mr. Deniston: Under Form J, I would like to know what the operator would give the conductor in a case of that kind in order to let the train go.

Mr. Kearney: On our lines the engineer and conductor receive a blank A.

Mr. Rhodes: The old rule was lame, from the fact that it made no mention of the engineman. I would require conductors and enginemen to sign the order in connection with the operator.

Mr. Kearney: In regard to Form A—clearance card—I think the Big Four people have a better card.

Mr. Deniston: I think it ought to state what the signal is out for.

Mr. Wagner: I don't think it would make any difference to the train following what the signal is out for.

Mr. Maxwell: I think it makes no difference what the orders are out for, if he gives him a card saying he has no orders for the train.

Mr. Rhodes: We did not change the Form 31; however, we are going to add at the foot of the blank "conductors and enginemen must, when practical, show train orders to brake-

and extra brakemen, to carry a standard watch is going to considerable expense and trouble and placing a burden on a class of men who can not well afford it, and at a time when they are least prepared, from which the company derives no benefit.

The Chair: If there is nothing further before the meeting, a motion to adjourn will be in order.

Before adjourning I desire to say, in connection with the paper to be submitted at the Louisville annual meeting, if any members have any subject on which they would like the paper prepared, I will be glad if you will notify the Secretary at your early convenience, so that the matter can be placed in shape for the next meeting.

I also, on behalf of the members, desire to thank the train dispatchers who have attended these meetings and have taken an interest in the discussion of the train rules.

The meeting adjourned at 3:45.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, March 14, 1900.

Meeting called to order at 2:50 p. m. by Mr. Brimson.

The following lines were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
C. C. C. & St. L. Ry.....	MR. MASON RICKERT.
O. & L. K. Ry.....	MR. J. S. GILLESPIE.
Hocking Valley Ry.....	MR. R. S. QUIGLEY.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Secretary: I have report from the Master Mechanics' Association, replying to Mr. Riton's letter regarding interchange of cars loaded beyond the 10 percent limit.

Mr. Gillespie: I move that it be held over until next meeting.

Seconded by Mr. Quigley. Motion carried.

Secretary: I have to report that the Ohio Southern Ry. give notice that they have withdrawn from the Columbus Car Service Association at all points except Greenfield.

Mr. Quigley: I move that the matter be laid over until next meeting.

Seconded by Mr. Gillespie. Motion carried.

Reports of Committees.

The committee, appointed at the December meeting, to take up with the Transfer Company the matter of furnishing a man to check transfer and storage freight, were granted further time to make report.

New Business.

Bill of the Central Association for \$13.93 was ordered paid, on motion of Mr. Gillespie, seconded by Mr. Quigley.

On motion, duly seconded, meeting adjourned.

W. H. BRIMSON,
President pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, March 12, 1900.

ing called to order at 1:30 p. m., by electing Mr. T. F.
sey President pro tem.

following roads were represented:

for R. R.	W. F. BRADLEY	Superintendent.
R.	W. D. STEARNS	Trainmaster.
y.	R. S. QUIGLEY	Trainmaster.
M. S. Ry.	A. H. SMITH	Superintendent.
Co.	W. H. POTTER	Superintendent.
C. Ry.	T. F. WHITTELEY	Gen'l Supt.
& K.C. Ry.	J. W. SHERWOOD	Gen'l Supt.
R. R.	E. A. GOULD	Superintendent.
E. Ry.	W. P. SCHAUFEL	Supt. Car Ser.
"	J. N. MERWIN	Superintendent.

reading of minutes of previous meeting was dispensed

Secretary read communications from Messrs. Sutherland
eter, stating they would be unable to attend meeting.

Annual Meeting.

The Secretary read a communication from the General Secretary, giving information regarding the annual meeting to be held at Louisville, Ky., July 17 and 18, and requesting that each Division prepare and present at least one paper at such meeting.

Mr. Potter: I move that Mr. Connors be requested to prepare a paper for the annual meeting.

Seconded by Mr. Smith.

Chairman: Does anyone know that Mr. Connors will comply with the request? He is not present, and it is important that this Division present a paper.

On motion being put, it was carried by a unanimous vote.

Receipts for Freight Delivered to Connections.

A committee from the Local Freight Agents' Association, Messrs. Halstead, Dennison and Hughes, explained that, in their judgment, this subject was one that properly belonged to the Freight Claim Department, and explained that each agent has taken the matter up with his superior in the freight department, with the result that, with the exception of the M. C. R. R., all were ready to enter into the following agreement:

Receipts.

That the settlement of charges on all bills delivered by one road to another road, for freight handled by the receiving road, will, in the absence of exception (over, short or damage) reports, be considered a clean receipt for property billed, and no other receipt will be given.

If any article, or articles, are over, short or damaged, the receiving road shall, not later than the day following the unloading of the property (Sundays and legal holidays not in-

cluded), send the delivering road an exception report, giving full and explicit information, and such report shall be considered a part of the receipt. Receiving agent must hold receipt of delivering agent for all exception reports, otherwise the receipt given will be considered as a clean receipt.

The receipt given for car at point of interchange will be the only receipt for property through in same car, not handled by the receiving road.

Mr. Gould: I move that matter be referred back to the Agents to take such action as they see fit, under instructions received from their Freight Claim Department.

Seconded and carried.

Book of Rules.

This subject, suggested by Mr. Whittelsey, attracted the earnest attention of the members, with the result that it was decided to make it a special order of business for the balance of the year.

The discussion to embrace

(1st) The Standard Code of Rules,

(2d) The Special Rules,

*(3d) Generalizing vs. Particularizing, with a view to determine the best practice.

*The Secretary was directed to procure a sufficient number of copies of the C. & O. Ry. and L. S. & M. S. Ry.'s book of rules, as representing the different types.

Mr. Smith asked whether there was anything in the rules or standing resolutions of the Association, requiring one road to group loads and empties for delivery to other roads, and was answered that there was not.

On motion adjourned, to meet Monday, April 9, 1900.

T. F. WHITTELEY,
President pro tem.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, March 13, 1900.

Meeting called to order at 10:15 a. m. President Nichols
in the chair.

PRESENT:

L. E. & W. R. R.....H. A. BOOMER.....Superintendent.
Vandalia Line.....B. McKEEN.....Superintendent.
P. D. & E. Ry.....R. B. STARBUCK.....Gen'l Supt.
C. P. & St. L. Ry.....W. H. GRIDLEY.....Trainmaster.
C. R. I. & P. Ry.....C. L. NICHOLS.....Superintendent.
C. C. C. & St. L. Ry..C. A. PAQUETTE.....Superintendent.

The minutes of the February meeting were approved as
printed.

What Constitutes Delivery of a Car at Peoria.

Mr. Starbuck: I move that it is the sense of this Association that the delivery of a car is effected between tenant and outside lines when car is placed on transfer track in good order, and acceptable billing has been delivered to connecting line. The same rule to apply between tenant lines when order has

been given to P. & P. U. Ry. and billing has been delivered to connecting line.

Seconded by Mr. Paquette.

Mr. McKeen: I move that motion be laid on the table.

Mr. Boomer: Why do you do that?

Mr. McKeen: Because it knocks out the P. & P. U.'s responsibility.

Mr. Starbuck: I call for a vote on the original motion.

Mr. Starbuck's motion was then put and carried.

Discussion of Train Rules.

Commencing at Rule 14-G, the rules were discussed as far as Rule 14-K, the members preferring that no record be made of such discussion. Three diagrams illustrating accidents were made upon the blackboard by Messrs. Starbuck, Paquette and McKeen, which were discussed in connection with the train rules. The meeting was in session nearly three hours, and the Secretary was instructed to make mention of the fact that it had been unusually interesting and instructive.

Adjourned at 12:50 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, March 9, 1900.

Meeting called to order at 11:20 a. m., with President
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. . Not represented.
C. & A. R. R. Not represented.
C. B. & Q. R. R. . . . MR. W. S. GLOVER . . . Chief Disp.
B. & O. S-W. R. R. . . Not represented.
Ill. Central R. R. . . . Not represented.
L. E. & St. L. R. R. . MR. H. C. BARNARD . . . Supt. Term.
L. & N. R. R. Not represented.
Mo. Pac. Ry. MR. O. G. MUELLER . . . Supt. C. S.
M. K. & T. Ry. MR. A. T. PERKINS . . . Supt. Term.
M. & O. R. R. MR. H. W. CLARKE . . . Supt.
C. P. & St. L. Ry. . . . MR. D. C. FREDERICK . . Supt. C. S.
St. L. K. & N-W. R. R. MR. W. E. CUNNINGHAM. Supt.
" . . . MR. A. T. PERKINS . . . Supt. Term.
" . . . MR. J. A. SOMERVILLE . . Agent.
St. L. K. C. & C. R. R. MR. F. X. ROEDERER . . Agent.
St. L. & S. F. Ry. . . . Not represented.
St. L. Transfer Co. . . . MR. A. T. PERKINS .

Term. R. R. Ass'n. . . . MR. E. DUNLOP Supt.
" MR. F. X. ROEDERER Agent.
T. St. L. & K. C. R.R. Not represented.
*T. H. & I. R. R. . . . MR. O. E. RAIDY Trainmaster.
Wabash R. R. Not represented.
Wiggins Ferry Co. . . . MR. G. L. SANDS Manager.

VISITOR. Mr. W. M. Prall, Manager Car Service Association.

President: The minutes of the last meeting were sent out at the usual time, and if there are no objections they will stand approved as printed.

Under the head of Unfinished Business we have the report made by committee for formulating a list of non-transferable commodities. At the last meeting, as you remember, a resolution was passed that the report be submitted to the various lines for vote by letter on its adoption. Vote has been received from about nine or ten lines, I believe, and the Secretary will read the result of the ballot, and then any members present who have not voted will be requested to do so.

Secretary: The following roads have voted in the affirmative:

St. L. & S. F. R. R., L. & N. R. R., Mo. Pac. Ry., C. P. & St. L. R. R., Wabash R. R., L. E. & St. L. R. R., M. K. & T. Ry., C. B. & O. R. R.

Mr. Dunlop: You may record the Term'l R. R. Ass'n as voting in favor of the adoption of the report.

Mr. Clarke: The M. & O. will vote "yes," but want to add to the list:

Sash doors and blinds.
Malt—In sacks.
Glucose—In barrels.
Hay.
Flour—In cloth sacks.

Mr. Raidy: The Vandalia will vote "yes," with one exception. We would like to have lumber without any conditions added.

It is a well-known fact that lumber is a very slow article to transfer and expensive. I have seen a number of cars that had three and four kinds of lumber on each, the heaviest, of course, on the bottom, and the car must be reloaded in the same manner. The Vandalia Line thinks the list is all right, with that one exception, and we would like very much to have that added.

Mr. Sands: We are not sufficiently interested to vote on the matter. The only time we would have occasion to transfer would be in case of wrecks, etc.

President: Under report of the committee there may still be considerable variation in practice. As I understand it, the acceptance of this report is a general agreement that articles named in the list may be run through without transfer, the agreement leaving it to the receiving roads to transfer these articles, if they wish, at their own risk. Our road, for example, will continue to transfer a good many articles named in the list, such as telegraph poles, piling, dried fruit, etc., which we deem it safe to transfer.

It appears that the report of the committee is adopted by the vote of a large majority of the roads interested. There are no negative votes, and the Secretary will again ask the C. & A., B. & O. S-W., Illinois Central and T. St. L. & K. C. (which are the only roads which have not voted) for their votes.

In regard to the proposed additions, a list of them should be sent out by the Secretary to the various lines to be voted on.

Mr. Mueller: I am not opposed to the addition of the articles named by Mr. Clarke, but I am very much opposed to the Vandalia Line's proposition, for the reason that we would suffer severely in the use of our flat and coal cars. I will say that, so far as the Mo. Pac. and Iron Mountain are concerned, we are not in favor of changing the article of lumber as it stands. There seems to be no good reason why common rough boards should not be transferred.

Mr. Frederick: I believe we will meet with objection, so far as rough lumber is concerned, from many of the lines. So far as our line is concerned, we would be willing to run it through without transfer.

President: If the Vandalia Line wishes, the lumber question can be voted on with the other articles proposed.

Mr. Mueller: There would be no objection to the Vandalia Line running cars through to Vandalia Line points proper, but when it comes to Pennsylvania points, or points off their line, that is another question.

President: If there is no objection, lumber will be added to the list to be voted on.

If there are no further remarks on this matter, I will say we have two other reports due from committees. On the subject of loading and unloading carload freight, Mr. Davidson, the chairman of the committee, is out of the city and has sent no report of the committee. I will say, however, that the committee has accumulated quite a mass of statistics, which show a large amount of money is being paid by all roads for loading and unloading carload freight. Report shows approximate number of cars loaded and unloaded per year and approximately what it costs. Doubtless at the next meeting a report will be presented. As Mr. Davidson is not here, I presume there is nothing to do but let it go over.

The committee on storing freight will also make its report at the next meeting.

The only other unfinished business we have is the announcement of the selection of Mr. H. C. Barnard to read a paper to represent this Division at the annual meeting of the Association at Louisville next June. The subject of Mr. Barnard's paper will be submitted to the Association later.

The Secretary will read such correspondence as he has.

St. Louis National Stockyards.

Office of the General Manager.

National Stockyards, Ill., March 2, 1900.

Mr. F. E. Anderson,

Secretary C. A. of R. R. O.

Dear Sir: I hereby beg to withdraw the membership of this company from the Central Association of Railroad Officers.

Kindly acknowledge acceptance and oblige,

Yours truly,

C. T. JONES,
Gen. Manager.

President: What action will you take on the resignation of the National Stockyards Co.?

Mr. Raidy: I move it be accepted.

Mr. Dunlop: I second the motion.

Motion carried.

President: Has any member any new business to offer? If not, a motion to adjourn will be in order.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., March 14, 1900.

The meeting was called to order by President Rider at 2:15 p. m.

The representation was as follows:

A. T. & S. F. Ry.	MR. H. W. SHARP	Supt. Ter.
C. & A. R. R.	(Not represented.)	
C. G. W. Ry.	(Not represented.)	
C. M. & St. P. Ry.	MR. E. D. WRIGHT	Supt.
C. R. I. & P. Ry.	MR. H. W. GIVEN	Div. Supt.
" "	MR. J. R. BLAIR	Supt. Ter.
H. & St. J. R. R.	MR. J. P. CUMMINGS	Agent.
K. C. Belt Ry.	MR. D. W. RIDER	Supt.
K. C. F. S. & M. R. R.	MR. H. S. MITCHELL	Supt.
" "	MR. R. V. MILLER	Trainmaster.
K. C. N. W. R. R.	MR. R. E. CAHILL	Supt.
K. C. P. & G. R. R.	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. J. P. CUMMINGS	Agent.
K. C. Sub. Belt R. R.	MR. F. B. PARKER	Gen'l Supt.
M. K. & T. Ry.	(Not represented.)	
Mo. Pac. Ry.	MR. C. E. CARSON	Supt. Ter.
" "	MR. R. P. ISITT	Agent.

St. L. & S. F. R. R. . . . Mr. A. O'HARA Supt.
Union Depot Co Mr. E. J. SANFORD Supt.
Union Pacific R. R. . . . (Not represented.)
Wabash R. R. Mr. JAS. LAUGHLIN Trainmaster.
" Mr. U. B. DARNALL Agent.

VISITOR: Mr. E. E. Mote, Manager Mo. Valley Car Service Ass'n.

President: As the minutes of the last meeting have been printed, unless there are objections they will stand approved.

Unfinished Business.

Secretary: There is no unfinished business.

Correspondence.

Bill for Printing Book of Rules.

Bill of Tiernan-Havens Printing Co., amount, \$73.75, for printing 250 copies of new book of rules, was read and ordered paid.

Checking Outbound Shipments.

Secretary: As instructed at the last meeting, I sent to all members a copy of the resolution adopted at that meeting, relative to discontinuing the checking of outbound carload freight, together with a copy of the Western Railway Weighing Association agreement to be signed by shippers. I have received a number of letters on the subject. Here are two from the joint agent of the Transit Inspection Bureau.

Kansas City, Mo., March 1, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: Your favor February 26, with copy of resolution adopted relative to lines declining to send check clerks to industries, received.

At yesterday's meeting of the local committee I brought the subject up and found that all lines were in favor of this move, but that some of them had received no official notice from their operating department concerning it, and I think it would be well for you to call the attention of the different members of your Association to the fact, and have those who have not already furnished their uptown offices with copy of this resolution do so at once.

Yours truly,

(Signed) G. A. KIMBALL,
Joint Agent.

Kansas City, Mo., March 9, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: Referring to correspondence relative to action of the superintendents in agreeing that check clerks would not be sent out to check contents of outbound cars, will state that at meeting of the Local Freight Agents last Tuesday two of them stated that they would send out check clerks if requested by the different houses.

I presume the action of these lines has been reported to you, and the Western Trunk Line Committee requested me to ascertain from you in just what condition the matter now stands. Is it understood that all lines will send out check clerks when requested, and if not all lines, just what lines have announced their intention of not living up to the agreement?

Yours truly,

(Signed) G. A. KIMBALL,
Joint Agent.

Also the following from Mr. Mitchell, of the K. C. F. S. & M.:

Ft. Scott, Kansas, Feb. 28, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: Our traffic department is not satisfied with the arrangement that has been made to give industries executing

the form of agreement inclosed with your letter of February 24 clear bills of lading on certificates of their check. In the opinion of that department, the agreement does not afford sufficient protection.

It is suggested that if the agreement is modified so that the railroad company will be relieved of responsibility for any shortage that may occur under the shipper's seals, it will be acceptable to our company, but not otherwise. Until some such modification is made, our company will continue to furnish clerks to check shipments of the kind that the arrangement was intended to cover.

Yours truly,

(Signed) H. S. MITCHELL,
Superintendent.

The Secretary read the following letter and circular from the Kansas City Transportation Bureau:

Kansas City, Mo., March 12, 1900.

Mr. D. W. Rider,

President C. A. of R. R. O.

Dear Sir: I hand you herewith copy of our Circular No. 283, which was issued in accordance with understanding I had with you several days ago.

Judging from replies received from our members on the subject, all lines have not adhered to the agreement providing for withdrawal of check clerks March 1. I think if an extension, say to April 1, was granted, and we are able to advise our members thereof, there will be little difficulty in carrying out the proposed arrangement. The plan to have the matter thoroughly understood before enforcement of agreement would seem to recommend itself to all concerned.

Will you kindly see that this matter is presented to your Association at its next meeting, which, I understand, will be held on Wednesday, the 14th inst., thereby obliging,

Yours very truly,

(Signed) W. P. TRICKETT,
Commissioner.

Circular No. 283.

To all Members:

Such of our members as have been accustomed to using check clerks from local freight offices of the various lines have doubtless learned of the agreement which provides for discontinuance of this service. The agreement has not been rigidly enforced, however, for the reason that no notice was given to shippers.

Request has been made upon the railroads for postponement of this rule in order to afford shippers opportunity to prepare for the change.

Enforcement of the rule will prevent issuance of clear bills of lading, except where shippers avail themselves of membership in the Western Weighing Association (which entails no expense), and by furnishing a loading ticket with each bill of lading. The shipper will also be required to seal the car when loaded. (Seals will be furnished by the railroads free of charge.)

On inbound cars check clerks will be furnished where number of package is specified and consignee is not a member of the Weighing Association. Cars billed "Shipper's load and count" will not be checked by the railroads.

Aside from requirements connected with membership in the Weighing Association above mentioned, shippers will be expected to afford the railroad representatives access to their loading and unloading records when called upon to do so.

It appears to us that this change can be made without injury to our members, and that the new arrangement, when perfected, will save time and annoyance incident to procuring check clerks when needed.

As previously stated, we have asked the railroads to postpone date of change until our interested members are afforded opportunity of completing details of the new arrangement.

Members who do not understand the matter or desire more

specific information in individual cases will please address the undersigned.

(Signed) W. P. TRICKETT,
Commissioner.

Kansas City, Mo., March 7, 1900.

President: I understand that only one road in the Association has objected to this arrangement, and that company has agreed to come into it providing the arrangement can be modified.

I think it would be best to first take up the point raised by Mr. Mitchell and see whether the agreement can be modified to comply with the wishes of the K. C. F. S. & M., or whether the other roads will act independent of them.

Mr. Mitchell: I was not present at the last meeting, but I either introduced or seconded a resolution offered at the meeting before for the appointment of a committee to consider this subject, and if I had been here at the last meeting I think I should have made the point that the committee had taken the matter up in an entirely different way from that contemplated when the committee was appointed. The idea when the committee was appointed was that it should confer with Mr. Horstman, of the Western Weighing Association, with a view to having that association furnish check clerks to do the checking for all lines, the expense to be prorated on the basis of the number of cars checked for each line.

Mr. Riddell, our general freight agent, is the man who has objected to the arrangement as adopted by the Association at the last meeting. The point he makes is this: If the shipper's load and count is accepted, and he is given a clear bill of lading to his order, and he draws on it for the value of the goods, and the shipment should check short at destination, the consignee would hold the railroad company responsible, even if the car went through under original seals. He claims that the railroad company should have some sort of a bond or guarantee from the shipper that he will stand for his check, providing the shipment goes through under his seals. Nothing whatever is

said on this point in the Western Weighing Association agreement.

As I understand it, the weighing association agreement we are asking these firms to sign is the one that is ordinarily made to cover bulk freight—stuff that is consigned by the carload without reference to the number of packages.

Mr. Edgecomb and I both talked with Mr. Riddell and tried to change his view of the matter, but still I had to admit that he presented his side of the case very forcibly. Of course we are bound by his view of it.

Mr. Parker: How does your company settle these matters in the case of packing houses? You accept their check now in exactly the same way that this agreement provides.

Mr. Mithcell: I believe the packing houses have made such an agreement as Mr. Riddell wants these people to enter into; that is, if a shipment goes through under original seals, we are not responsible for any shortage that may check out.

Mr. Cummings: The packing houses have made no such agreement, so far as I know.

Mr. Mitchell: Why should we not modify this arrangement and ask the signers of the agreement to concede the point Mr. Riddell insists upon; that is, that the shipper will be responsible for any shortage that may check out at destination, if we can show a clear seal record?

Mr. Isitt: I don't believe we can take that action at this date. The committee suggested the present method to these gentlemen, and told them that it was subject to the approval of this Association. The action of the committee has been approved and the plan put into operation and it is working entirely satisfactorily. I don't believe we could go again to these people and say we have found now that one of our members did not agree to the arrangement, and ask them to sign something else.

The Ft. Scott & Memphis have the same privilege they had when the packing house checking was discontinued. They can protect themselves by a special form of agreement of their own if they want to. They raised the same objection when the

checking was discontinued at the packing house, but afterward they saw fit to come into it.

I don't know of any dissatisfaction among the shippers on account of this change, except one. He was a little bit ruffled at first because it was not thoroughly understood on account of the roads themselves having been late issuing instructions. The few firms that were overlooked by the committee have since joined the association. I persuaded two or three myself, and everybody seems satisfied.

I don't see the necessity of making any different arrangement or postponing it. It has been going along now for fourteen days, and I think we should let it stand where it is.

It is a matter of indifference to the rest of the roads whether the Ft. Scott & Memphis comes in or not. I don't see that it will hurt anybody. It will certainly be no accommodation to shippers to have to call on the Memphis for check clerks and not have to with other lines. It might make a difference with a few firms who have to take "shipper's load and count" bills of lading, but they are very few, since a number of the seed men, some of the hide men and practically all of the mills are in the agreement.

Mr. Mitchell: I think if the rest of the lines are satisfied with the arrangement, they might as well proceed to carry it out. If our people want to fall in line they can do so.

I would like to ask Mr. Isitt one question, and that is this: Supposing, under this arrangement, you should accept a shipment of carload package freight from some industry in Kansas City and bill it through, giving a clear bill of lading, and, on reaching its destination under loading seals, consignee should check the car out short, either himself or the check clerk of the delivering road, do you believe that you could come back on the shipper for the shortage?

Mr. Isitt: That is the way we look at it. In fact, the committee was satisfied that there is less risk attending the handling of business from a reputable house in this way than if we checked it. We investigated far enough to know that the men

we send out, while they are perfectly honest and intend to do what is right, will accommodate these people by going into a car and checking it after it is partly loaded. They do it every-day. Now, if a mistake has been made and they overlook it and confirm the shipper's check, you have a hard time convincing them that a mistake has been made in loading check. But if we have nothing to do with it, they check the car themselves and seal it with their own seals; if there is a shortage, they are likely to say, "Well, we guess we made a mistake."

Mr. Carson: I will say for Mr. Mitchell's information that not long ago we had a claim of this kind where a shipment had gone to some southeastern point under original seals and checked short, and the Kansas City industry insisted on their claim being paid. It went back and forth between the claim departments of the interested lines and finally came to me. I went to the claimants and told them plainly that we could not possibly entertain the claim; that we could show that the car went through to destination under original seals. After talking the matter over, the reasonableness of my position was so clear to them that they withdrew the claim, and I believe that ninety-nine out of a hundred would do the same. I don't believe we need apprehend any trouble along that line.

Mr. Isitt: We might go further and say that if we should have to pay a claim once in a great while, and we had cause to suspect that it was an unfair claim, we have the privilege then of cutting out those people from this arrangement, and we would have saved in the meantime many times more than the amount of the claim in not furnishing check clerks.

It is a fact, which I don't think can be disputed, that we haven't paid one dollar since we quit checking at packing houses, where we paid ten before, and we hope for the same results with these other firms.

Mr. Parker: I don't see that the other roads should have any objection to the Ft. Scott & Memphis sending out check clerks if they want to. It would not give them any advantage over the other lines.

Mr. Isitt: It would help the other roads.

Mr. Carson: If a man has a car of freight to load and has to call up on the telephone for a check clerk and wait until the check clerk arrives before he can commence loading, it certainly works a hardship on him, while, if he can load the car, seal it and get a clear bill of lading, it would be an advantage. I should think it would work against the lines who furnish check clerks.

Mr. Mitchell: Is it my understanding that each of these industries will have to provide themselves with a sealing iron and seals?

Mr. Isitt: They are to be furnished by the line on whose tracks the industry is located.

President: It is understood, then, that this matter will be allowed to stand as it is. Mr. Trickett, of the Transportation Bureau, has helped us a great deal in this matter, and he deserves a reply to his letter of the 12th, in which he asks that the arrangement be postponed until April 1. As the roads have decided that it does not make any difference if some of them wish to check, but that the others will go ahead, would it not be well to notify Mr. Trickett of this action and ask him to use his influence to get his people in line without waiting for April 1.

Mr. Isitt: I rather think Mr. Trickett's letter is based upon the objection raised by one firm. This firm discussed the matter with me a few days after the first of March, and that firm has since joined the Weighing Association. I believe Mr. Trickett will find now that his people are satisfied.

President: I would like to satisfy Mr. Trickett, and would suggest that the committee which handled this matter take this correspondence to Mr. Trickett and explain to him the action of the Association today. This can be done better in person than by correspondence. If there is no objection, will the committee please take notice?

Mr. Cummings: I would suggest that the Secretary be in-

structed to reply to Mr. Kimball, stating that there is only one line which is not working under this agreement.

Mr. Isitt: I will offer an amendment to Mr. Cummings' suggestion, that Mr. Kimball be also advised that at this meeting it was agreed that the other lines would continue to observe this rule, regardless of the fact that this one line had not accepted it.

President: If no objection, the Secretary will advise Mr. Kimball accordingly.

Reports of Committees.

Report of Committee on Grain Door Question.

President: Is the grain door committee ready to report? Mr. Starr, the chairman of the committee, is not here today.

Mr. Isitt: I would rather Mr. Starr would present this case. The committee hasn't anything of real value to report, and Mr. Starr, being absent from the city, sent the papers to Mr. Fish, and he turned them over to me. It was agreed at a meeting held by the committee yesterday that we explain as well as we could to the meeting today how far we had progressed with this matter and to request a full discussion and see if we can not be given some thoughts that will help us to determine what ought to be done with this request of the grain men.

We hired a man to collect data as to the number of grain doors in cars of grain unloaded at the elevators, the number that were saved in condition to be used again, and the number of new doors required in cars loaded out, but I am sorry to say that his report is of little value to us in determining what should be done, because the check was made at a time when there was very little business moving, and our man had to wait around a whole day at some of the elevators to get three or four cars, so that he did not get enough cars on which to base any calculations. For that reason we do not propose to present his report here. We did ascertain one fact of some value, and that

is, that there is one elevator in town that never buys any grain-door lumber at all. That is the Union. The grain men combat that statement by saying that if we will agree to stand the losses from their elevators, as we have to do with the Union, that they will get along without any lumber. They claim that the Union Elevator does not properly cooper their cars. The committee was not in position to say whether that was so or not, but we are rather inclined to think that the fact that this elevator has experienced and careful men to look after the cooperating has a good deal to do with their not buying any lumber.

The committee had a meeting about two weeks ago with the grain men and they simply rehashed what they said here at the Association meeting. We have been unable to get any data before us to show what we ought to pay them for these grain doors. One point that has been brought out is the fact that a few of the lines supply all of the grain doors to the elevators and they use these doors and charge them up to the lines taking the grain out. The grain-carrying lines are getting nothing for the doors they lose. There is a general feeling among the lines that bring the grain in that they ought to get some compensation for these doors.

As I remarked when I commenced, the committee is unable to see their way out of it or present a theory for the solution of the question. We feel considerably embarrassed because we have sat and looked wise for three or four hours once or twice a week, and we are no nearer than when we commenced. Perhaps some of you gentlemen have studied this question out and will be able to offer us something to work upon.

Mr. Carson: I would like to ask if the committee has considered the arrangement in effect between the Chicago lines, which was made by the general superintendents and approved by the general managers, providing for the payment of 35 cents per door and no more than four doors to a car?

Mr. Isitt: Yes, the committee thought that a good way out of it, but we are not in position to give any reason why we

should make just such a charge; in fact, we can figure it down to less than 25 cents, and the grain men can figure it up to \$1.20.

Mr. Cummings: I think while we are settling this matter we should settle it not only for the elevator people, but also for the grain-carrying roads. I mean the lines carrying the grain into Kansas City. The Santa Fe, Missouri Pacific, Rock Island, Union Pacific and Burlington carry the bulk of the grain into Kansas City, and it is quite a heavy tax upon them, this grain door question. They have to equip their cars at country stations at an average expense, according to the investigation made by the committee, of about 50 cents per car. The Burlington brings in about ten thousand cars of grain per year, and it costs them \$5,000 per year for grain doors. We haven't an elevator on our tracks, and I think sixty percent of these cars go to elevators, so that we pay out about \$3,000 per year for grain doors at country points for cars going to elevators at Kansas City that we never do get back. I don't know how much grain we carry out of Kansas City; it is so small that I haven't any figures on it. But if we do carry out, say one hundred cars per year, we pay 25 or 50 cents per car to elevators for cooping them, whether they have doors when they are set to the switching lines or not. Therefore we are paying both ways. We are out 50 cents on cars coming in and we pay 50 cents per car on all we get out of elevators. That is the position of the Burlington. The other four incarrying lines are in the same position. While the elevators here have some cause for complaint, I believe the five grain lines have greater cause. Therefore I think this matter ought to be settled satisfactorily to the grain-carrying lines, as well as the elevators.

There is only one solution, as I see it, and that is to take the question of stripping inbound cars and cooping outbound cars out of the hands of the elevators and putting it in the hands of the railroads on whose tracks the elevators are located. I believe it can be done so that the outbound carrying lines will pay about the same for grain doors that are put in their cars.

that they have been paying in the past, and at the same time the inbound carrying lines will get something for the doors taken out of cars under this arrangement, which they do not get now.

My idea would be for the switching line—by that I mean the line on whose tracks the elevator is located—to strip all cars of grain doors when unloaded at the elevators, and allow the line bringing the car into Kansas City so much for boards and so much for every door taken out of their cars in good shape. In equipping cars for outloading have the switching line charge the road carrying the grain out the actual cost with 10 percent added. In that way it would be fair to both the inbound line and the outbound line. The elevator would have nothing whatever to do with the coopering of the cars.

There is another reason why this should be done, and that is that the outbound lines are in the market for bulk grain, and it is their duty to equip the cars properly with grain doors and cooper them, and as long as they allow the elevators to perform that duty we are going to have this grain door question come up periodically. The elevators are doing work that properly belongs to the railroads.

I would recommend that this Association pass a resolution requesting the switching roads upon whose tracks elevators are located to take charge of this coopering matter, and equip all cars loaded at their elevators with grain doors, charging the roads carrying the grain out of Kansas City, and at the same time take charge of the stripping of the cars going into elevators, allowing to the incarrying lines a reasonable compensation for the second-hand doors.

President: I think that proposition needs looking into a good deal before it is adopted.

In the first place, elevators are not the only people that take grain doors. Along nearly all the railroads there are numerous small houses that have been constructed from grain doors stolen from cars. Until it is possible to stop the pilfering of these grain doors from cars in Kansas City, the grain door question is

going to be open to dispute. Again, to ask the switching roads to cooper cars and furnish grain doors and charge out the cost to the lines carrying the grain would involve a good deal of expense, and at times the bills rendered for this work will be questioned, which will cause trouble and correspondence. Some lines may say that such and such a car was thoroughly coopered, the floors were good and it had grain doors in it, but by the time the car reaches the elevator on the switching road, somebody has pounded a hole in the floor and stolen the grain doors, and all this will bring about a good many disputes as to the correctness of the bills.

Now, if you put this into effect, the switching line that has an elevator on its tracks has got to put on men to do this work, and they will have to furnish a man to watch these grain doors, in addition to the man who coopers the cars, and furnish lumber to make grain doors. And to do this that road has got to be absolutely trusted to render correct bills. Otherwise they can't afford to do it.

The statement made by Mr. Cummings about the grain lines bringing the grain in furnishing doors at country points is perhaps true, but they get paid for bringing the grain to Kansas City, and if they take the grain out again it is a transaction similar to the first one, and I don't think that should enter into the question. There is only one proposition, and that is the question of cooping cars and furnishing grain doors for out-bound shipments. Of course a carrying line that has an elevator on its tracks might very properly do this work, but a switching line that depends on a switching revenue can't do it.

Mr. Cummings: I don't think they should do it for nothing. The idea is that they will be compensated absolutely; that they will not be out one cent. They should put on sufficient force to take care of the grain doors removed from cars, sufficient force to watch the grain doors and see that they are not stolen, and the railroads against whom they render bills should pay them without question. If we can't be honest with one another, how can we expect others to be honest with us?

While it may increase the cost of cooping outbound cars, I think that it should be increased if the conditions demand it. The elevator people have shown this committee that they are not nearly compensated at 25 cents per door. If it costs a dollar, or even two dollars, to equip outbound cars with grain doors and cooper them, I believe the line carrying the grain out of Kansas City ought to pay it. I also believe that the line bringing the grain in should get something for their grain doors which are stripped from cars at elevators. They have gone to the expense of equipping the car in the country, and, although they have enjoyed the haul into Kansas City, I think they should be compensated for the doors removed from their cars.

If the lines taking the grain out of Kansas City pay a dollar or more per car for equipping cars with grain doors and cooping them, they have the privilege of billing against every road that hauls the car to destination for their proportion of the expense on a revenue basis.

Mr. Carson: It seems to me that the proposition of Mr. Cummings is a very reasonable one. We should not object to paying the actual cost of the doors. The lines that carry the grain out and those that bring it in should have some compensation for the doors taken out at elevators. I believe that this is the only solution of the question and that we should agree upon something along those lines. We can't tell just what it would cost, because we don't know how many men would be required to do this cooping at the elevators. It might be that in some cases one man would be able to take care of a couple of elevators, and at other large elevators it would be necessary to have one man devote his entire time to the work. The expense of the doors would, of course, vary according to the amount of work put on them.

Mr. Mitchell: Why wouldn't it be a good idea to have the representative of every line on which elevators are located look into this matter and take it up with his car department, with a view to ascertaining just how economically this work could be done, and then communicate our findings to the committee?

This would give the committee some further material to work on, and enable them, perhaps, to make a report at the next meeting.

Mr. Blair: We have one elevator on our line, and it is a very easy matter to handle what they load out over our line. We positively won't pay a cent for grain doors. We have a man who is located at our scalehouse, close to the elevator, and whenever they are loading grain for our line he inspects every car, and where they furnish grain doors we pay them back, door for door and board for board. In the ten years that I have watched that elevator, I never knew them to buy a board of any kind, shape or size.

Mr. Cummings: If the Rock Island can regulate it for themselves, they can for all lines. I believe the Santa Fe could do the same with their two elevators; the Scott could do it with their elevators at Rosedale. There is a question about the Suburban Belt, because their elevators are widely separated. It would cost more to equip outbound grain cars at their elevators than it would if they were closer in, but whatever it might be, it should be borne by the roads carrying the grain out.

Mr. Parker: It would take from two to four men to look after the elevators on our line.

(President Rider having an appointment which made it necessary for him to leave, Vice-President O'Hara took the chair and presided until adjournment.)

Mr. Parker: I believe the idea suggested by Mr. Mitchell, to have each line that has elevators located on its track look into the matter of expense and report to the committee, is a good one.

Mr. Mitchell: I move that the representative of every line in this Association on whose tracks elevators are located in Kansas City be requested to confer with his mechanical department and report to Mr. W. H. Starr, chairman of the committee, by the first of April, the feasibility of Mr. Cummings' plan, and to state what the expense for labor per car would probably be.

Seconded by Mr. Carson and carried.

New Business.

Refund of Car Rental, K. C. F. S. & M.

Mr. Mitchell: I would like to ask the Association for authority to remit \$3.00 car rental charged by us for the use of a car in a local switch movement at Rosedale. The move was made for an elevator which is owned by our company and leased, and we haven't provided any way by which wagons can get to and from the elevator handily. In consequence of this the elevator had to use a car for a local movement from the elevator to a track in the yard which was accessible. Besides the regular switching charge, they paid the \$3.00 car rental charge. The elevator is not in that kind of business ordinarily, but in this case furnished a carload of white corn to a dealer who could not get it from other source.

Mr. Carson: I move that the K. C. F. S. & M. be permitted to refund the car rental.

Seconded and carried.

Adjourned. Date of next regular meeting, April 11.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, March 14, 1900.

The meeting was called to order at 10:35 a. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. Ry.....	Not represented.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. W. H. NEWMAN.
“	MR. B. O'BANNON.
I. C. R. R.....	Not represented.
L. & N. R. R.	MR. C. J. KLEIN.
“	MR. J. G. CLIFFORD.
L. E. & St. L. R. R.	MR. W. K. MORLEY.
L. H. & St. L. Ry.....	MR. A. M. MCCracken.
P. C. C. & St. L. Ry.	Not represented.
Southern Ry.	MR. H. B. SPENCER.

The reading of the minutes of the previous meeting was dispensed with, and they were ordered approved as printed.

Under the head of Unfinished Business the Secretary reported that all roads had voted “Aye” on the letter ballot sent

out regarding the adoption of the report of the committee on the subject of furnishing labor to load and unload freight on team tracks, the vote of the L. E. & St. L. being conditioned on all other roads voting "Aye."

The Secretary was instructed to notify the Local Freight Agents' Association of the action of this Association in reference to this subject, the rules to take effect upon the receipt of notice.

The Secretary announced the following vote on the letter ballot on the establishment of a "Car Foremen & Inspectors' Association at Louisville."

B. & O. S-W. Ry., C. & O. Ry., C. C. C. & St. L. Ry., C. I. & L. Ry., L. & N. R. R., P. C. C. & St. L. Ry. and Southern Ry., "Aye." I. C. R. R., L. E. & St. L. R. R. and L. H. & St. L. Ry., "Nay."

On motion the subject was referred back to the committee for further report.

The Secretary announced that all roads had voted "Aye" on the letter ballot sent out regarding the adoption of the proposed switching rules, and that he had received letters from Mr. Harahan and Mr. Taylor, advising that the K. & I. Bridge Co. and the Louisville Bridge Co. had acquiesced in the adoption.

It was decided that the rules should take effect April 1, and that the Secretary should have 1,000 copies in pamphlet form printed.

The following letter from Mr. Fritch was read by the Secretary:

March 8, 1900.

Mr. M. L. Akers,
President C. A. of R. R. O., Louisville Division,
Louisville, Ky.

Dear Sir: I beg to request if it is not possible to make the time of the meetings of Louisville Division, Central Association of Railroad Officers, 1:00 p. m. instead of 10:00 a. m.

It is inconvenient for me and, I think, others of the non-

resident members to reach Louisville at 10:00 a. m., which necessitates our remaining up nearly all night to reach Louisville at that hour.

Yours truly,

(Signed) L. C. FRITCH.

The time of the meetings being fixed by the by-laws, and it being provided that any change in the by-laws shall be made only after notice at a previous meeting, it was moved and seconded that the change of the time of the monthly meetings of the Louisville Division of the Central Association of Railroad Officers to the second Monday in the month at 2:00 p. m. be considered at the next regular meeting on April 11, 1900.

Carried.

Mr. Morley placed the name of Mr. B. S. Josselyn, Agent for purchasers of the K. & I. Bridge and Terminals, in nomination for membership in this Division. The nomination was seconded and Mr. Josselyn unanimously elected.

Mr. Klein nominated Mr. M. Roberts, of the L. & N. R. R., for membership. The nomination was seconded and Mr. Roberts unanimously elected.

Mr. Josselyn was added to the committee on arrangements for the annual meeting of the Central Association of Railroad Officers, to be held in Louisville, July 17 and 18, 1900.

The following motion was offered by Mr. Spencer:

"I move that a fund of \$275.00 be established by having the Secretary add \$25.00 to the bill of each company for the month of April, and that this fund be used towards defraying the expenses of the Entertainment Committee of the Central Association of Railroad Officers, Louisville Division, on account of the annual meeting of the Central Association of Railroad Officers, to be held July 17 and 18."

Seconded and carried.

Adjourned 11:45 a. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Sec'y-Treas.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

APRIL.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
 F. L. TOMPKINS.....1st Vice-Prest.
 G. W. BENDER.....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
 F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

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A. A. ZION.....	"	Indianapolis "
W. C. LOREE.....	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.	"	St. Louis "
D. W. RIDER	"	Kansas City "
M. L. AKERS.....	"	Louisville "
H. F. HOUGHTON.....	Vice-President.....	Cincinnati Division.
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EDWARD DUNLOP.....	"	St. Louis "
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C. J. KLEIN.....	"	Louisville "
O. G. FETTER.....	Secretary	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
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G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS	"	Louisville "

COMMUNICATIONS.

Kansas City, Mo., April 14, 1900.

To the Officers and Members of the Central Association of Railroad Officers:

As has already been announced, the annual meeting this year will be held at Louisville July 17 and 18. This city is centrally located, and can be reached in a night's ride from nearly all of the territory covered by the Central Association, and it is hoped that you will make this annual meeting the best in the history of this Association by giving it a good attendance and your active participation in the questions which will come up for discussion.

The Executive Committee has provided for a paper by Mr. Josiah Flynt Willard on the subject of "Policing the Railroads," which we are sure will prove most interesting and instructive. Mr. Willard is an entertaining writer, and is probably the best authority in the country on the "Railroad Tramp."

Mr. W. M. Prall, manager of the Central Car Service Association at St. Louis, will favor us this month with the first of a series of papers on the subject of "The Terminal in its Relation to the Transportation Problem," which we have no doubt will be read with great interest and profit by all.

Respectfully submitted,

C. E. CARSON,
President.

The Terminal in its Relation to the Transportation Problem.

(FIRST PAPER.)

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION, ST. LOUIS.

It hardly seems possible, in these days of immense expenditures for transportation of freights, when railroads absorb so many hundreds of millions of dollars of the capital of all civilized countries, and with the contact and constant rubbing of brain with brain to the end of decreased expense in operation, to believe that the relation of the terminal to the transportation problem is still unsolved.

It is hard to change ideas that become incorporated into the life of any people, and many of the methods of stage-coach days still remain with us as a brake upon the vehicle, preventing the full desired efficiency and the maximum returns.

Railroading is becoming a profession. In engineering and construction it is a science which requires the best knowledge and best teachings, while it demands the strongest and broadest minds to properly understand its necessities and finance its operations. It has many standards, but it is sadly deficient in a proper understanding of its operating necessities as applied to its purely operating departments. We can apply fixed rules under some but not under all conditions. We can plan for our bridges, for our equipment, for our roadbeds. We can apply fixed rules to the subordinates to the end of the highest efficiency through a subdivision of labor; but there is now and always will remain a demand for the personal, and that demand for a personal knowledge and a personal strength is particularly needed at our terminals.

We speak of a man as peculiarly fitted for the medical or legal profession; of a man who inherently understands the laws pertaining to commercial life; of a man naturally a leader of men, born to command our armies and our navies. But we

know that all men are not capable of using the best energies and knowledge of those who are dependent upon them, therefore we respect a man of strength and great executive ability, whenever, in the course of events, it becomes possible for him to demonstrate his strength by the solving of some difficult problem.

Executive railroading requires a dual brain. A man must be able to suggest quickly, to decide quickly; he must be a man of war as well as a man with an analytical mind. He must have the faculty of quickly digesting and understanding a situation, and he must exercise that peculiar power at a terminal more often and more quickly than in any other position in the service in which he may be placed.

No matter what may be the efficiency of those in charge of the main line, of those who are responsible for the transportation in the train; their efficient service is entirely dependent upon the delivery to them in a proper manner of cars properly labeled, marked and billed, to the end of intelligent instructions to be intelligently fulfilled, and the service is rarely completed until the final delivery at the terminal, to the end of the relief of the railroad's equipment for its return to service, and when that situation is complicated with the fact of the enormously increased expenditures for proper terminals, we begin to understand why there is a continual looking forward to the consummation of a better system for the handling of the car and a more definite fixing of responsibility.

The greatest evil in a terminal is the storage practice. The storing of lading in the cars or in railroad warehouses, necessitating continuous switching and reswitching of the loaded cars, with the continual delays to the service arising from the responsibility and the trouble in the handling of the stored freights that are sometimes in the warehouse and more often overflowing from the warehouse to the cars on the tracks.

There was a time when it was considered "a small matter" to store freight for the accommodation of the consignee. "All that was necessary" was to hold the car after its arrival at desti-

nation or hold it indefinitely before forwarding to destination. "Certainly it would be an advantage to the stronger lines to build cars for the convenience of their patrons," and the cars were built, were loaded, were transported to destination, then placed on outlying tracks, which, becoming congested, necessitated that they should be held on other tracks necessary for proper making up of trains, until finally there was a demand for enlargement of the terminal.

Then followed the building of larger warehouses so the cars could be unloaded, and the lading there stored for the convenience of the consignee, all storage adding to instead of lessening the burden. And there is still so much of the old leaven in us that we fail in understanding that the railroad is in business for the purpose of earning a legitimate profit upon investment, and to that end should confine itself to the obligations of a common carrier.

Where should reform begin? How should it begin? Certainly by the application of common sense rules to the end of forcing a car through the terminal or to the unloading track if the contract is for delivery.

The obligation of the shipper of freight is to furnish billing instructions, and his additional obligation is to furnish correct instructions.

The obligation of the carrier is to furnish a car for the transportation of the lading and to perform proper service in accord with the contract. The need is:

First, that the lading be placed in a proper car properly protected.

Second, that the car should be moved promptly in accord with the instructions.

Third, that the instructions should accompany the car, and that they should be full and explicit.

If possible, the original waybill should accompany the car; if that is not possible, and slip bills are necessary, the slip bill should contain all necessary information, so that there will be no delay until the car is placed on the track for unloading.

Practically the car and its bill are pushed over the line and through all division points until they reach the terminal, and there the bill is divorced from the car, going to the agent's office for his information and guidance for the further handling of the lading, and it is where the car and bill are divorced that the trouble begins.

A whole train of cars arriving at a large terminal can be temporarily lost unless they are properly branded, either with markings of chalk (the old and incomplete way) or by properly arranged for cards instructing for full handling of the car to its place, and it is in the arranging for the marking where the difficulty begins. Before the car has hardly stopped moving the bill should be at an appointed office so that necessary information for the switching of the car may be entered in a register and on a card, the bill to go forward quickly to the agent, in order that he may send proper notice to the consignee of the arrival of the lading, and so instruct all in interest that each one shall be held to accountability, the expectation being that the yardmaster, from the train register and carding, should obtain the proper information for the placing, so when the notification is sent to the consignee he may call for his lading and obtain immediate delivery.

No car for unloading should ever go to a hold track. Proper delivery tracks are an absolute necessity for proper car movement.

Cars for hold yards are cars transported under billing instructions providing for further instructions on the part of the consignee, and upon their arrival the agent should be notified to the end of an immediate notification to the consignee, so that he may furnish the additional instructions in the reasonable time necessary.

Cars moving under through bills should be registered and transported through the terminal to delivery on the interchange tracks of the connection designated, and such movement can be obtained when all railroads party to a through contract are willing to accept proper responsibility if they fail in arranging

for the continuation of the service after car is tendered to them, and they should additionally realize their obligation to obtain the immediate unloading of the car upon its arrival at final destination, whether said destination is on their own line or whether the car is for delivery to steamboat or steamship lines for transportation to European or Asiatic ports.

The demand today is that every railroad will accept its proper responsibility under the through contract by making such arrangements that the lading may be removed from the cars, either into other cars, into warehouses or elevators; the line continuing the contract being responsible for the receipt of the lading and the expense incurred if they have not made proper preparation.

We need today an extension of the authority of the Interstate Commerce Commission to the control of the export contract, with penalty if freight is not received when properly tendered. Steamship lines should prepare proper storage facilities for the warehousing of all lading they contract to transport; and the same principle should apply to the railroad looking to the proper provision for the receipt of all lading when moved by virtue of duly authorized through tariffs.

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held at the Office of the Secretary, Room 71, Carew Building, Cincinnati, Ohio, Tuesday, April 10, 1900.

The meeting was called to order at 11:05 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
"	.....MR. G. W. PLUMLY.....	T. M.
C. C. C. & St. L. Ry....	MR. J. S. SWEENEY	T. M.
"	.....MR. F. M. LAWLER.....	D. M. M.
"	.....MR. MASON RICKERT	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
"	.....MR. C. H. CORY.....	Supt. M. P.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
"	.....MR. PULASKI LEEDS.....	Supt. Mchy.
"	.....MR. WM. ADAIR	D. M. M.

President: Unless there are objections the minutes of the last meeting will not be read, and stand as printed.

President: We will now proceed to the unfinished business.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: This subject was laid over from the last meeting, the committee being given further time.

Mr. Lewis: The matter is in *statu quo*. We have not been able to secure unanimous action, and the committee does not like to give it up just yet. We will, therefore, have to ask for further time.

Mr. Arnold: I move that the committee be granted further time.

Seconded and carried.

Handling of Local Railroad Mail and Delivery of Notices.

Secretary: I was instructed at the last meeting to obtain additional bids, leaving out the P. C. C. & St. L. Ry.

I am in receipt of the following from The Ohio Messenger & Telegraph Co.:

Cincinnati, O., March 20, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
No. 71 Carew Building, Cincinnati, O.

Dear Sir: Replying to your favor of the 16th ultimo, requesting an amended proposition for the delivery of the freight notices and railroad mail, omitting the P. C. C. & St. L. Ry. Co., beg to submit for your favorable consideration the following:

We will agree to enter into a contract for one year to deliver the above matter in a first-class manner, rendering prompt and efficient service for the following railroads in this city: B. & O. S-W., C. P. & V., C. & O. Ry., Southern, Big Four, C. H. & D. and the L. & N. for the sum of \$469.01 per month, maintaining a daily record of the total number of notices and mail matter handled for each road, also obtaining receipts for the

delivery of freight notices, in accordance with our proposition of December 11, 1899.

Hoping to be favored with the contract, we are,

Yours very truly,

(Signed) THE OHIO MESSENGER & TELEGRAPH CO.

T. W. TIMBERLAKE, Chief Clerk.

Secretary: I also have the following from The American District Telegraph Co.:

Cincinnati, O., March 24, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
Cincinnati, O.

Dear Sir: In reply to your favor of the 16th inst. we will do the work of collecting and distributing the joint mail of the roads in your Association and the delivery of the freight notices sent out by the various roads, exclusive of such mail and notices to and from the P. C. C. & St. L. Ry., for the sum of \$450.00 per month.

Respectfully,

(Signed) AMERICAN DISTRICT TELEGRAPH CO.,

C. W. THEOBALD, Manager.

Mr. Arnold: Do they state how often they will make delivery?

Secretary: They did in the other propositions.

Mr. Lewis: Was that subject to call, or do they have messengers and send them out at stated hours?

Secretary: As I understand it, they will take care of the messenger service as now handled by me in the same manner as at present. They will collect all notices and other matter hourly, or oftener, as circumstances justify, from the depots of the various lines, carrying same to their central office, where it will be made up according to districts and distributed as often as the accumulation will justify.

Mr. Lewis: I move that the Secretary brief the matter, showing how the proposed expense will compare with the exist-

ing expense, based upon the number of packages handled by each line, and that it be referred for letter ballot.

Seconded by Mr. Galloway and carried.

Report of Special Committee Relative to Appointing a Standing Committee on Car Service Matters.

Secretary: This subject was referred back to the committee for further consideration, the committee asking for further time.

President: I think that we had better pass the subject. It might be well for the Secretary to have the committee report at the next meeting.

Report of Special Committee on Uniform Application and Service Certificate Blank.

Secretary: At the last meeting this subject was referred back to the committee, and as the committee has not been able to hold a meeting we have not received the report of the committee.

Mr. Lewis: The committee has had no meeting, and I would move that it be given further time, and the Secretary call the attention of the Chairman to the fact that he is given further time, and ask the Chairman for a report at the next meeting.

Seconded and carried.

Report of the Standing Committee on Joint Car Inspection Relative to Rules for Loading Cross-ties in Gondola Cars.

Mr. Lawler: Mr. President, on account of being absent at the last meeting I am somewhat at a loss in this matter.

Secretary: There was no meeting of the Standing Committee on Joint Car Inspection last month.

Mr. Lawler: Has the Secretary the sketches and the reports of the committee?

Secretary: Yes, sir; I have the sketches, but the committee has not made any recommendation.

Mr. Leeds: I would like to get such recommendations as have been made. I would like to have them for my report to the Master Car Builders' Association, which report I have got to make by the first of May. I would ask if the Association would not have copies of such recommendations as have been made sent to me so I can get the gist of the matter for my report to the Master Car Builders' Association.

President: We will leave that with the Chairman of the Standing Committee to furnish you the report.

Mr. Lawler: I would respectfully ask for further time.

Mr. Galloway: I move that it be referred back to the Standing Committee to report at the next meeting.

Seconded and carried.

M. C. B. Couplers without Uncoupling Levers.

The Secretary read the following letter:

Louisville, Ky., March 15, 1900.

Mr. O. G. Fetter,

File 41188-1/2.

Secretary C. A. of R. R. O.,

Cincinnati, O.

Dear Sir: I note in passing over the road that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill next to the deadwood and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers, and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think that the Association should take some action in the matter so as to prevent arbitrary rejection of the cars as soon as the law does go into effect; and further, I think it would be well for you as Secretary of the general Association

to take the matter up with other branches in this line. In fact, we have had a warning note from the Interstate Commerce Commission, that while the law had not yet taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

Yours truly,

(Signed) P. LEEDS,
Supt. Mchy.

The Secretary read the following communications:

Indianapolis, Ind., April 3, 1900.

Mr. O. G. Fetter,
Secretary Central Association,
Cincinnati, O.

Dear Sir: Referring to your letter of March 16, enclosing a copy of letter from Mr. P. Leeds, Superintendent Machinery, L. & N. R. R., relative to G. R. & I. flat cars equipped with M. C. B. couplers, without any operating rod or other device for use in uncoupling, Mr. Leeds has evidently been misinformed or overlooked the special device with which the G. R. & I. cars are equipped.

For your information I herewith attach copies of letters from Master Mechanic, Mr. William Swanston, Indianapolis, Ind., and Mr. T. W. Demarest, Superintendent Motive Power, Columbus, Ohio, which, I think, will make the situation entirely clear to Mr. Leeds.

Yours truly,

(Signed) G. B. STAATS,
Secretary.

[Copy.]

Indianapolis, March 23, 1900.

Mr. G. B. Staats,
Secretary C. A. of R. R. O.

Dear Sir: Noting the attached papers in reference to the want of uncoupling device of G. R. & I. cars. Attached please find a report from Mr. Pugh, also a sketch showing the peculiar uncoupling device used by the G. R. & I. on some of their low

flat cars. From the fact that this is underneath the sill it may have escaped Mr. Leeds' notice. I can hardly believe that the G. R. & I. would place a car of any kind without some arrangement for uncoupling, and it appears that, so far as we are concerned at Indianapolis, we have not found any without either the standard or the device of which Mr. Pugh speaks. I would also say that the G. R. & I. is in the pool with all the freight cars on the Pennsylvania Lines. They are also under the direct supervision of the General Superintendent of Motive Power of the Pennsylvania Lines west of Pittsburg, and I think that, before answering or bringing the matter before the Central Association, it will be well to have his attention called to Mr. Leeds' letter.

Yours truly,

(Signed) WM. SWANSTON,
Master Mechanic.

[Copy.]

Columbus, Ohio.

Mr. M. W. Mansfield,
Superintendent.

Dear Sir: Noting and returning the attached correspondence and your letter of the 29th inst. in reference to copy of circular letter written by Mr. P. Leeds, Supt. Machinery of the L. & N. R. R., regarding uncoupling devices with which a number of G. R. & I. flat cars are equipped.

We would advise that personally we are not aware of any of the G. R. & I. flat car equipment running without uncoupling levers for automatic couplers. We would add further, that our attention has already been called by the Secretary of the Interstate Commerce Commission to the necessity of having unlocking devices for automatic couplers in operative order. We have also issued instructions to all of our master mechanics covering this point on pool line cars.

If there are G. R. & I. flat cars running in the condition described by Mr. Leeds, it is a question which should be remedied at once. We have taken the question up with Mr. G. L.

Potter, General Supt. Motive Power, who will doubtless call Mr. Keegan's attention to the matter.

Yours truly,

(Signed) T. W. DEMAREST,
Supt. Motive Power.

Toledo, Ohio, April 7, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: See your circular letter of March 16 in matter of letter from Mr. Leeds.

Have heard from the G. R. & I. through the Penna. Co., and they feel that there must be some mistake or oversight in calling attention to G. R. & I. cars.

Will you please take matter up with Mr. Leeds and advise further?

Yours very truly,

(Signed) WM. GROGAN.

Mr. Leeds: I think that I understand what they mean. There are a great many of their cars equipped with Janney couplers, with a lever underneath the end sill, which pushes on the bottom of the pin and lifts it instead of lifting it by a chain from above, which is all right; but the cars that I saw did not have anything, except a short chain attached to the end of the sill next to the deadwood, and the unlocking pin. I had reports from three different master mechanics on the same subject, and I stopped at Birmingham to look at a car they held there because they could not deliver it to any of their connections, the connections acting on their letter which we all received from the Interstate Commerce Commission, that we would be responsible for the uncoupling devices, and they would not accept the car with the chain, and there was no other uncoupling device on the car.

Mr. Galloway: Did you examine the car personally?

Mr. Leeds: Yes, sir; I did.

Mr. Galloway: I presume they thought Mr. Leeds had not made a personal examination, but merely took the word of someone who had overlooked the lever under the end sill. I was a master mechanic of a road in Michigan once, and we used a low car and loaded a great deal of lumber. You had to get everything below the deck of the car, and we used a sprocket wheel and chain; when it was pulled up the sprocket caught in the links of the chain, and I did not know but what there had been an error in the examination of the car, mistaking this wheel and lever.

Mr. Leeds: This chain was about so long [indicating with his hands] and coupled in the Janney unlocking device and hung down in front of the deadwood and fastened with an eyebolt.

Mr. Galloway: The Pennsylvania people say if the G. R. & I. have any cars with that defect they will be remedied.

Mr. Leeds: I think that if we have any of these cars in our possession first of August, we will be obliged to put something on.

Mr. Cory: I think that this matter will be pretty well ventilated. It has also gotten into the Toledo Association; it was taken up there yesterday. I think that their attention will be called to it and any defects will be corrected within the proper time. I have been watching this matter, but I have failed to see any as Mr. Leeds describes, although I have found some with the lever underneath the end sill, obscure from view.

Mr. Galloway: I think that the question will be pretty thoroughly ventilated, and therefore I move that it be tabled.

Seconded by Mr. Lawler and carried.

Proposed Amendment to Switched Car Rules.

The Secretary read the following letter:

Cincinnati, Ohio, March 24, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: On December 13, 1898, a set of rules covering the return of switch cars at Cincinnati was adopted by the Central Association of Railroad Officers.

Rule No. 3 of the original draft reads as follows: "It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with transferable commodity, which has been delivered them for switching inside the switching limits, to be reconsigned or forwarded to a point on any line except the delivery road, unless by permission of said delivering line."

It was found that there was nothing in rules covering the handling of cars arriving at Cincinnati which had been loaded at some local point. To cover this apparent deficiency one of the American Railway Rules was adopted as a substitute for Rule No. 3, quoted above. This rule, as incorporated in our switching Rule No. 3, reads as follows: "If a foreign car is loaded locally, and upon arrival at destination the shipment is reconsigned, if the reconsignment would cause a diversion of the car, it must be transferred under the rules governing transfers, where this can be done without injury to its contents, and the car returned to the road from which it was received or to the owners. But in case the shipment is of such a character that it can not be transferred, the car may run through to destination, and the same will not be considered a diversion."

Since the repeal of original Rule No. 3 it has been discovered that there is now nothing to prevent the reconsignment of switch cars. I think it was an error on the part of the Associa-

tion to repeal original Rule No. 3. It was proper to incorporate the substitute, but it should have been incorporated as an additional rule, and the original rule, as drafted, permitted to stand.

I therefore suggest that this matter be brought before the Association with the view of bringing about this end.

Yours truly,

(Signed) C. C. RILEY.

Mr. Lewis: Original Rule 3 is very rigid—it is ironclad. For instance, it provides that a car loaded with transferable commodity delivered to a road to switch will not be reconsigned, except by the permission of the delivering road. Now, for instance, the C. & O. Ry. might deliver the B. & O. S-W. one of their own cars; the B. & O. S-W. could not reassign that car without the permission of the C. & O. Ry. I do not know whether or not it was the intention to make it as binding as that.

Mr. Arnold: I do not think that anything of that kind was ever contemplated. At the meeting in March, 1899, I offered the following amendment to Rule 3:

"Reconsigned cars belonging to roads terminating at Cincinnati must not be forwarded beyond the switching limits, except via the line owning the car, or without said owner's permission."

The subject was referred to a committee of three, who reported in May, 1899, recommending the adoption of American Railway Association Rule No. 6 in place of Rule 3 of rules governing the return of switch cars. I asked at the time if it was the sense of the Association that the adoption of the committee report would have the same effect as the amendment that I proposed, viz.: to prevent cars that were consigned to Cincinnati proper from being reconsigned without the consent of the delivering line or the road owning the car, when such cars were loaded with transferable freight. The answer was in the affirmative.

Now Mr. Riley, Superintendent of Car Service of the B. &

O. S-W., claims that under the present Rule 3 switch cars can be reconsigned without the consent of the delivering line or the owner; in fact, the B. & O. S-W. have handled our cars in this manner. If, as it seems to be the case, my understanding of the meaning of Rule 3, as it stands, is correct, no further action is needed. If, on the contrary, the present rule does not cover switch cars, the amendment above referred to, which I suggested last March a year ago, should be adopted and made part of Rule No. 3.

Mr. Galloway: It seems to me that the substitute covers the whole question and accomplishes just what we tried to accomplish. Now I will read it and digest it, and I think that you will see it as I do. [Mr. Galloway here read the rule, giving certain parts special emphasis.] Now your switch car comes over and you are bound by that rule to transfer and return the car to the owner in case the shipment is of such character that it can be transferred. The articles are named that can not be transferred, which may run through to destination, and the same will not be considered a diversion. There are two propositions: If you can transfer without damage to the freight, you are to do it; if you can not transfer without damage to the freight, you are to reassign the car and let it go through, and the same will not be considered a diversion. It looks to me like it covers the whole question.

Mr. Arnold: I understand it that way, but how are you going to get the other fellow to see it that way and abide by the rule?

Mr. Arnold: I would suggest, Mr. Chairman, that the subject go over to the next meeting, in order that Mr. Riley, of the B. & O. S-W., may be present and explain his position.

This was agreed to.

Correspondence.

Resignation of Mr. W. T. Smith.

The Secretary read the following communication:

Covington, Ky., March 27, 1900.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: On account of being transferred from Covington, Ky., to Richmond, Va., I desire to withdraw my membership from the Association, as it will be impossible for me to attend the meetings of the Central Association of Railroad Officers at Cincinnati.

I am sorry to leave the Association, and wish it much success.

Yours very truly,

(Signed) W. T. SMITH,
Asst. M. M.

Mr. Galloway: I move that the resignation be accepted, and Mr. Smith be notified of the fact, and that the Association will miss him.

Seconded and carried.

Sending a Representative to the M. C. B. Convention.

The Secretary read the following:

Cincinnati, Ohio, April 10, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held at my office this date, the subject of sending a representative to the M. C. B. Convention came up, and it was moved and carried "that this committee recommend

to the Central Association Chief Joint Inspector attend the M. C. B. Convention this year."

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Lewis: I move, Mr. Chairman, that the permission be granted.

Seconded and carried.

C. H. & D. Passenger Cars—Dispute as to Responsibility for Burst Heater Pipes and Other Defects.

The Secretary read quite a lengthy communication from Mr. McCuen, setting forth very fully the facts in the case.

Mr. Galloway: I move that the papers that we are now considering be returned to Mr. McCuen, and that he endeavor to get the B. & O. S-W. concur in referring the matter to the Association or Standing Committee for arbitration, if they so desire, and report to this Association at its next meeting with its recommendation.

Seconded by Mr. Lewis and carried.

Application for Membership of Mr. G. W. Hepburn.

The Secretary read the following letter of application:

Cincinnati, Ohio, April 4, 1900.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I herewith propose for membership Mr. G. W. Hepburn, Asst. Master Mechanic of this company at Covington, Ky., vice Mr. W. T. Smith, who has been transferred to Richmond.

Yours truly,

(Signed) G. W. LEWIS,
Superintendent.

Mr. Arnold: I move that Mr. Hepburn be elected a member of this Association.

Seconded and carried.

On motion the meeting adjourned at 11:55 a. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, April 2, 1900.

Meeting called to order at 2:00 p. m. by President Zion.

The following lines were represented:

P. C. C. & St. L. Ry..	*M. W. MANSFIELD..	Superintendent.
I. & V. R. R.....	E. F. KEARNEY.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. & E. R. R.....	C. A. RHODES.....	Supt. Telg.
“ “	.....C. A. PAQUETTE.....	Superintendent.
C. I. & L. Ry.....	L. H. PARKER.....	Superintendent.
“ “	.....A. J. O'REILLY.....	Genl. Agt.
C. H. & D. Ry.....	A. GALLOWAY.....	Superintendent.
I. D. & W. R. R.....		Not represented.
T. H. & I. R. R.....		Not represented.
I. U. Ry.....	A. A. ZION.....	Superintendent.
L. E. & W. Ry.....	M. P. DENISTON.....	Trainmaster.

*Represented by E. F. Kearney.

The minutes of the previous meeting were approved and printed.

The Secretary read the result of the letter ballot taken on Rules A and B, in reference to length of time shipments of freight may be held in freight houses, etc., which was as follows:

Voting in the affirmative: Vandalia, P. C. C. & St. L., I. & V., I. D. & W., C. C. C. & St. L., P. & E., Monon and C. H. & D.; total, eight.

Not voting: L. E. & W.

On motion the report of the Secretary was accepted.

It was the sense of the meeting that no further action be taken until an expression was obtained from the L. E. & W., as to their position concerning the question before the meeting.

On motion of Mr. Galloway it was decided that the Chair appoint a committee of two to confer with the L. E. & W. and endeavor if possible to have that line vote in the affirmative, with view of making the action unanimous.

The Chair accordingly appointed Messrs. Galloway and Bender as such committee.

The Secretary was requested to turn all correspondence over to the committee, including the following additional communication received from the Local Freight Agents' Association:

**Minutes of the Local Freight Agents' Association
of Indianapolis.**

REGULAR MEETING.

Indianapolis, March 12, 1900.

Present:

T. H. & I. . . . E. F. Graham. C. H. & D. . . . A. D. Evans.
P. C. C. & St. L., F. E. Sawyer. C. I. & L. . . . A. J. O'Reilly.

Absent:

I. D. & W., C. C. C. & St. L., L. E. & W.

P. Meeting called to order at 3 p. m. F. E. Sawyer elected
resident pro tem. On motion reading of minutes dispensed
with and stand approved as issued.

r Following questions were presented, discussed, and on motion
eferred to the Central Association of Railroad Officers, Indian-
apolis Division, for consideration and instructions:

NOTICE.

C. No freight will be received at our various freight houses after 5 p. m., except on Saturdays, when freight will not be received after 4 p. m.

D. No labor will be furnished for loading or unloading carload freight on team tracks.

E. The enforcement of the above rules will be under the jurisdiction of the inspectors of the Joint Rate Inspection Bureau, and if the District Inspector finds they are being violated, he is requested to notify the Central Association of Railroad Officers, Indianapolis Division.

All lines concur in above rules, except L. E. & W., not in favor of Rule C.

Adjourned.

J. B. ECKMAN,
Secretary.

F. E. SAWYER,
President pro tem.

President Zion requested the committee to prepare their report in time to submit to the regular May meeting.

Reports of Committees.

The Secretary submitted the following:

Indianapolis, Ind., April 2, 1900.

A. A. Zion,
President C. A. of R. R. O.

Dear Sir: In accordance with action taken at the March meeting, the committee submits the following subjects from which a subject may be selected on which to prepare a paper to be read at the Louisville annual meeting:

1. Care of old employees who have become incapacitated for duty on account of old age or disease.
2. Color examination; results to be obtained; manner of conducting.
3. Watch examinations; how should they be conducted,

and what class of employees should be required to carry standard watches?

4. Photography in railroad work; its uses, application, value, etc.

5. Best method for disposing of waste and rubbish, especially decayed fruit and vegetables accumulating in yards at large terminals.

6. Permanent improvement of highways; their relation to railroad traffic.

7. Use of soda ash in tenders of locomotives; has it been beneficial? If so, in what respect?

8. Newsboys on passenger trains; is it essential?

9. Railroad companies as temperance reformers.

10. Time required for inspecting a through fast passenger train, including change in engines; number of men required and plan of procedure. This refers to Indianapolis and other large stations where time is an important factor.

A. A. ZION,

G. B. STAATS,

Committee.

It was the sense of the members present that all of the subjects were interesting, and several would be appropriate for the proposed paper to be submitted at the Louisville annual meeting.

After further discussion the meeting finally selected No. 5, viz.:

"Best method for disposing of waste and rubbish, especially decayed fruits and vegetables accumulating in yards at large terminals."

It seems that the disposal of refuse, etc., accumulating in yards is a difficult matter to handle satisfactorily, particularly during fruit and melon seasons in large cities, and there was a general desire to learn how the work is handled at other points.

On motion it was decided that the Chair delegate someone to look into the subject and prepare a paper for the annual meeting.

The President assigned this duty to Mr. G. W. Bender, Superintendent Big Four Terminal at Indianapolis.

Communications Received.

The following papers were next read by the Secretary:

Cincinnati, Ohio, March 16, 1900.

Mr. G. B. Staats,

Secretary Central Association of R. R. O.,
Indianapolis, Indiana.

Dear Sir: Please note the attached copy of letter from Mr. P. Leeds, S. M., L. & N. Ry., dated March 15, relative to uncoupling devices. Will you kindly present this communication before your Division at its next meeting and advise what action your Division takes in the matter?

Yours very truly, O. G. FETTER,
Secretary.

Cincinnati, Ohio, March 15, 1900.

Mr. O. G. Fetter,

Secretary Central Association of R. R. O.,
Cincinnati, Ohio.

Dear Sir: I note in passing over the road that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill, next to the deadwood, and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers, and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think the Association should take some action in the matter so as to prevent arbitrary rejection of the cars as soon as the law does go into effect; and further, I think it would be well for you, as Secretary of the general Association, to take the matter up with other branches in this line. In fact, we have had a warning note from the Interstate Com-

merce Commission that, while the law had not yet taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

Yours very truly,

(Signed) P. LEEDS,

S. M.

Indianapolis Shop, March 23, 1900.

Mr. G. B. Staats,

Secretary C. A. of R. R. O.

Dear Sir: Noting the attached papers in reference to the want of uncoupling device of G. R. & I. cars. Attached please find a report from Mr. Pugh, also a sketch showing the peculiar uncoupling device used by the G. R. & I. on some of their low flat cars. From the fact that this is underneath the sill, it may have escaped Mr. Leeds' notice. I can hardly believe that the G. R. & I. would place a car of any kind without some arrangement for uncoupling, and it appears that, so far as we are concerned at Indianapolis, we have not found any without either the standard or the device of which Mr. Pugh speaks. I would also say that the G. R. & I. is in the pool with all freight cars on the Pennsylvania Lines. They are also under the direct supervision of the General Superintendent of Motive Power of the Penna. Lines west of Pittsburg, and I think that before answering or bringing the matter before the Central Association, it will be well to have his attention called to Mr. Leeds' letter.

Very truly,

(Signed) WM. SWANSTON,

Master Mechanic.

Encl.

Columbus, Ohio.

Mr. M. W. Mansfield,

Superintendent.

Dear Sir: Noting and returning the attached correspondence and your letter of the 29th inst., in reference to copy of circular letter written by Mr. P. Leeds, Supt. Machinery of the

L. & N. R. R., regarding uncoupling devices with which a number of G. R. & I. flat cars are equipped.

We would advise that personally we are not aware of any of the G. R. & I. flat car equipment running without uncoupling levers for automatic couplers. We would add further that our attention has already been called by the Secretary of the Interstate Commerce Commission to the necessity of having unlocking devices for automatic couplers in operative order. We have also issued instructions to all of our master mechanics covering this point on pool line cars.

If there are G. R. & I. flat cars running in the condition described by Mr. Leeds, it is a question which should be remedied at once. We have taken the question up with Mr. G. L. Potter, General Superintendent M. P., who will doubtless call Mr. Keegan's attention to the matter.

Yours truly,

(Signed) T. W. DEMAREST,
Supt. Motive Power.

Encl.

Further comment was unnecessary, and on motion the Secretary was requested to make reply to Secretary Fetter in accordance with the information at hand.

The Secretary called attention to a copy of the printed rules of order and standing resolutions, etc., issued in neat book form by the Toledo Division.

There being no further business, the meeting adjourned at 2:45 p. m.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, April 11, 1900.

Meeting called to order at 2:30 p. m. by President Loree.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
C. C. C. & St. L. Ry.....	MR. W. G. BAYLEY.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
C. A. & C. Ry.....	MR. H. W. BYERS.
B. & O. R. R.....	MR. T. J. ENGLISH.
N. & W. Ry.....	MR. V. A. RITON.
Hocking Valley Ry.....	MR. M. S. CONNORS.
“	MR. R. S. QUIGLEY.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Decision of the Executive Committee on Joint Car Inspection on the matter of interchange of cars loaded beyond the 10 percent limit, brought up by Mr. Riton at the February meeting.

"The Executive Committee, after considering the matter, decided that the Big Four was responsible for the overload; that the proper disposition would be to transfer the load or remove the excess. The question of extra compensation is a transportation matter, over which the Executive Committee on Joint Car Inspection has no control. The delivering line is responsible for the expense of transferring the load or excess."

Mr. Connors: Inasmuch as the car in question was a 60,000 capacity car, and it was loaded in addition to the 10 percent limit some 4,650 pounds, and it was not possible for the N. & W. to secure a box car of sufficient capacity to transfer the contents into and make it safe to carry to destination, what disposition would the Executive Committee suggest be made of the excess load? It should be understood that the Big Four Ry. stood between the N. & W. and the shipper, hence the N. & W. had no chance to go to the shipper for redress. I move that the matter be again referred to the Executive Committee for an opinion on this point.

Seconded by Mr. Riton. Motion carried.

Three decisions of the Executive Committee on the matter of interchange of cars, brought up by the T. & O. C. and C. C. C. & St. L. Rys. were read, and the Secretary was instructed to send a copy to all members of the Association for their information.

Secretary: On March 8 I received the following from Mr. Norton, of the Ohio Southern R. R.:

Springfield, Ohio, March 8, 1900.

J. D. Berry, Esq.,

Supt. Columbus C. S. A.

"Dear Sir: I have yours of March 6. I have thought over these car service regulations and have discussed them back and forth several times with our Traffic Manager and Superintendent, both, since you were here, and I owe you an apology for not having sooner told you exactly what we propose to do in this matter.

Except as to Greenfield, we are not willing to continue in the Car Service Association at present, but we will, as far as possible, conform to the usual regulations. It is unnecessary for me to give you our side of this matter, but the smaller roads are at a disadvantage always, and if you were in our position you would fully appreciate it.

I did faithfully promise Mr. Rawn, of the B. & O. S-W., that we would abide by the rules of your Association, so far as Greenfield is concerned, and we will continue to do so until it reaches a point where it is unbearable, and then we will have to do something else.

At times your Association works great good, and at other times it is liable to be a great detriment. I know this to be a fact or I would not state it.

Yours truly,

BENJ. NORTON,
General Manager.

I then wrote him in regard to the expense of the Association. He was to continue under our rules at Greenfield and I asked him to pay his proportion of the expense from July to and including February, which amounted to \$57.28, and received this reply from him:

Springfield, O., March 13, 1900.

J.-D. Berry, Esq.,

Supt. Columbus C. S. A.

The attached letter from Mr. Whitney, our Traffic Manager, respectfully referred to you for your information. This is in answer to your letter to me under date of March 9.

BENJ. NORTON.

[Memo.]

Mr. Benj. Norton,

General Manager,

Springfield, Ohio.

Dear Sir: Returning letter from Mr. Berry in regard to our proportion of the expenses of his Association, I would say that

we are probably liable for July expenses (\$8.48), but we are not obligated to pay any portion of the expenses since that time, as under date of July 27, 1899, we wrote Mr. Berry as follows:

"We decide to give you notice that, effective August 1, 1899, we will discontinue joining in the expense of your Association. It is our intention to work with you and abide by your rules, but we can not afford to pay any part of the expense. This is the basis upon which we work with the Central Freight Association. Please be governed accordingly and oblige."

Since that time we have joined the C. F. A., and do pay \$10.00 per month as our proportion of the expense; therefore the remarks we made at that time in regard to the Association would not hold good at the present time. Also, our remarks about abiding by their rules would not hold good at the present time, as we have since decided (with the exception of Greenfield) that we would not be governed by car service rules, but would conform with them as much as possible.

The only part of our letter of July 27 that would hold good today is our statement that we would not pay any part of the expense, and this notice, of course, is subject to whatever revision you see fit to make.

Yours truly,

C. D. WHITNEY,
Traffic Manager.

Springfield, O.

Reading of Correspondence.

Elyria, Ohio, March 22, 1900.

Mr. J. D. Berry,

Supt. Columbus C. S. A.

Dear Sir: At a recent meeting of the Board of Directors of this Association the following resolution was adopted:

"Whereas, The retail lumber dealers of Ohio, Pennsylvania and West Virginia, comprising the Union Association of Lumber Dealers, feel the injustice done them by the several car service associations in compelling all cars of lumber to be unloaded within an unreasonably short time, and

"Whereas, Dealers in some other commodities are given double the time accorded to lumber dealers, therefore,

"Be it Resolved by the directors of this Association, That the Secretary be notified to inform the different managers of car service associations of this action, with the urgent request that the time for unloading cars be extended to four days."

Our territory comprises Ohio, Pennsylvania and West Virginia; that is, as much of Pennsylvania and West Virginia as are covered by the Pittsburgh Division. I am sending this letter to all the managers, and hope you will be able to do something for us. Kindly let me hear from you and oblige,

Yours truly, F. E. KIMBALL,
Secretary.

Secretary: I have also a copy of circular letter from Secretary Fetter to the different superintendents of car service on this subject:

Cincinnati, Ohio, April 9, 1900.

Gentlemen: At a meeting of the Standing Committee on Car Service of the Cincinnati Car Service Bureau, held at my office April 6, communication was presented from The Union Association of Lumber Dealers, Mr. F. E. Kimball, Secretary, dated Elyria, Ohio, March 22, requesting four days' free time to be allowed on lumber in territory covered by the Union Association of Lumber Dealers. The Standing Committee, after fully considering the matter, respectfully declines to extend the free time from 48 hours to 96 hours. This for your information.

Yours very truly, O. G. FETTER,
Superintendent.

Mr. Connors: I move that the communication be received and a courteous reply made to the writer, stating that the matter has been carefully considered, and we regret exceedingly that we can not comply with the request.

Seconded by Mr. Brinson. Motion carried.

Cincinnati, O., March 16, 1900.

Mr. J. D. Berry,

Secretary C. A. of R. R. O.

Dear Sir: Please note the attached copy of letter from Mr. P. Leeds, S. M., L. & N. Ry., dated March 15, relative to uncoupling devices. Will you kindly present this communication before your Division at its next meeting and advise what action your Division takes in the matter?

Yours very truly,

O. G. FETTER,
Secretary.

March 15, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: I note, in passing over the road, that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill next to the deadwood and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers, and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think the Association should take some action in the matter so as to prevent arbitrary rejection of the cars as soon as the law goes into effect; and, further, I think it would be well for you, as Secretary of the general Association, to take the matter up with other branches in this line. In fact, we have had a warning note from the Interstate Commerce Commission that, while the law had not yet taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

(Signed) P. LEEDS,
S. M.

After considerable discussion, the following motion was offered by Mr. Brimson:

I move that the communication from Mr. Leeds be laid on the table.

Seconded by Mr. Connors.

Motion carried.

Secretary: The Local Freight Agents' Association requested me to take up the question of "switching tickets," presented by Mr. Youse, of the Hocking Valley, with the explanation that, while the local agents considered it a good thing, it would probably cost more, and they didn't want to take any action until the matter had been referred to this Association.

Mr. Connors: I move that the papers referring to the question of switching tickets be again submitted to the local freight agents, with the request that they make a written report as to what additional expense, if any, there would be attached to the introduction of this change, and to give their individual opinions as to the benefits to be derived, and report to this Association at its next meeting.

Seconded by Mr. Byers. Motion carried.

Secretary: Another question brought up at the last meeting of the local freight agents was how to handle carloads of freight that are billed to Columbus, consigned to the agent for distribution. Cars are billed to Columbus and bill of lading is sent to the agent with a list of names and destination, so many packages here, and so many there.

Mr. Bayley: I move that the matter be referred to a committee for report, Chair to appoint the committee. Secretary to refer the case in question in writing to said committee for their information and guidance.

Seconded by Mr. Riton. Motion carried.

Chair appointed Messrs. Bayley, Connors and Berry.

Secretary: The American District Telegraph Co., of this city, made a proposition to the Local Freight Agents' Association at their last meeting to handle the local mail of the various lines. The agents thought it would be a very good thing, but the question of expense would arise.

Mr. Connors: I move that the Secretary be appointed a

committee of one to take up with the A. D. T. Co. and investigate this question, ascertaining, if possible, if a sliding scale rate, covering messages delivered within the current month, could not be agreed upon so that the service would not be burdensome to the railways and at the same time profitable to the A. D. T. Secretary to correspond with Mr. Fetter at Cincinnati, with a view to ascertaining what he is doing with the matter now, also as to cost and how many deliveries are being made each day, and to report at next meeting.

Seconded by Mr. English. Motion carried.

Columbus, Ohio, March 31, 1900.

Dear Sir: There is now in preparation a history of the "Columbus Police Department," the proceeds from which to go to the Police Benevolent Fund for the benefit of sick and disabled policemen. We desire to make this publication a financial success, and to that end we solicit your hearty cooperation.

A representative of the police department will call on you and explain the work, and any favor you may extend us will be appreciated.

Very respectfully,

W. P. TYLER,
Supt. of Police.

Mr. Connors: I move that the Secretary acknowledge receipt of the letter, and say to them that a similar request has been made on the Union Depot Company, and that said company has subscribed an amount sufficient to cover all of the lines in Columbus.

Seconded by Mr. Quigley. Motion carried.

Secretary: The Yardmasters' and Local Freight Agents' Associations have asked if it can not be arranged to have another tour of the Columbus terminals. The last trip was made some two years ago, and since that time many changes have been made, and they feel that another trip of this kind would be of great benefit to them.

Mr. Connors: The Hocking Valley Ry. will be glad to

furnish an engine and coach to take the members of the Yardmasters' and Local Freight Agents' Associations over the Columbus terminals whenever they decide to make the trip.

New Business.

Application was received from the Portsmouth & Yorktown Ry. for membership in this Association, and same was referred to a committee to report on the matter at next meeting.

Bill of the Central Association, amounting to \$12.93, was ordered paid.

On motion, duly seconded, meeting adjourned at 4:00 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, April 9, 1900.

Meeting called to order at 1:30 p. m. by President Sutherland.

The following roads were represented:

C. H. & D. Ry.....	S. B. FLOETER.....	Superintendent.
“ “	W. C. SHOEMAKER.....	Trainmaster.
C. N. R. R.....	W. D. STEARNS.....	Trainmaster.
H. V. Ry.	M. S. CONNORS.....	Genl. Supt.
“	H. E. SPEAKES.....	Trainmaster.
L. S. & M. S. Ry..	A. H. SMITH.....	Superintendent.
M. C. R. R.....	D. S. SUTHERLAND.....	Superintendent.
P. M. R. R.....	W. D. TRUMP.....	Gen'l Supt.
T. & O. C. Ry.....	T. F. WHITTELSEY.....	Gen'l Supt.
“	MR. H. C. FERRIS.....	Superintendent.
Wabash R. R....	E. A. GOULD.....	Superintendent.
W. & L. E. Ry....	W. P. SCHAUFELLE.....	Supt. Car Ser.

VISITORS: Messrs. H. P. Latta and E. A. Dewey.

Minutes of last meeting approved as printed.

Paper for Annual Meeting.

The Secretary read the following:

Columbus, Ohio, March 20, 1900.

Mr. Wm. Grogan,
Manager T. C. S. A.,
Toledo, Ohio.

Dear Sir: Acknowledging yours of the 17th inst., in which you advise that at a meeting held March 12 I was requested to prepare a paper to be read at the annual meeting of the Association, to be held in July.

I beg to decline on account of not having the time in which to prepare such a paper.

Yours truly,

M. S. CONNORS.

Mr. Whittelsey: As a member of the Executive Committee of the Central Association, I wish to at least urge this matter of paper from the Toledo Division. I appreciate everybody in the transportation department is very busy, but at the same time hope some member will be patriotic enough to write something to show that Toledo is not remiss in the matter, and there are those here who are capable and have not entered on the field yet, and feel they should volunteer their services.

The Louisville people intend making the meeting a very pleasant and profitable one.

After canvassing the matter, it was suggested that a paper on the results under the new rules of the Car Service Association might be interesting, and it was understood such a paper would be prepared.

Rate for Transferring Lumber.

The Secretary read the following from the Local Freight gents' Association:

“Resolved, That the rate for transferring lumber, all kinds, be 10c. per ton on open cars and 12½c. per ton in box cars.”

On motion the rates recommended by the agents were adopted.

Cars Equipped with M. C. B. Couplers without Any Operating Rods. —

A communication from Mr. P. Leeds, through the General Secretary, on this subject was ordered received and filed.

Book of Rules.

This subject was informally discussed and proved a very interesting one.

On motion it was decided to postpone regular discussion until the next meeting.

On motion, adjourned, to meet Monday, May 14, 1900.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, April 10, 1900.

Meeting convened at 10:20 a. m. President Nichols in the
chair.

PRESENT:

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
C. P. & St. L. Ry.....	W. H. GRIDLEY.....	Trainmaster.
C. C. C. & St. L. Ry..	C. A. PAQUETTE.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS	Superintendent.
“ “	W. S. TINSMAN	Trainmaster.
Vandalia Line.....	B. McKEEN.....	Superintendent.
“	F. L. CAMPBELL	Trainmaster.
L. E. & W. R. R.....	H. A. BOOMER.....	Superintendent.

VISITOR: D. C. Frederick, Supt. Car Service, C. P. & St.
L. Ry.

President: Unless there is objection, the minutes of the last
meeting will be approved as printed.

Mr. Boomer: What became of the report of our committee
on “What constitutes delivery of a car at Peoria?”

President: The action of the Association in defining what

constitutes delivery of a car was, I believe, the acceptance of the committee's report, and the committee can consider itself discharged.

Mr. Boomer: Is it the understanding of us all that when a car is delivered to the P. & P. U., and billing furnished the receiving line, that the delivery is made? How do you understand it, Mr. McKeen?

Mr. McKeen: I understand the action taken by the Association, but I voted against it.

Mr. Boomer: Does the vote have to be unanimous to be effective?

Secretary: The rules of this Division require that unanimous action of all members shall be necessary in matters affecting the practice of companies.

President: I understand that Mr. Starbuck's motion did not propose any change in practice. Mr. McKeen wanted the present practice changed, but as the vote was not unanimous, such practice was not changed.

Mr. McKeen: I do not so understand it. Mr. Starbuck's motion was to define a practice, and it was not unanimously carried.

President: The P. & P. U. have not changed their position at all.

Mr. McKeen: This subject was not introduced by me, and I do not know what the purpose was in introducing it.

Mr. Boomer: The subject was introduced by Mr. Bickell for the purpose of ascertaining where our responsibility ceased and the forwarding road's began.

President: I do not know what the motive was which prompted the bringing up of this question, but am satisfied the position I take is correct. You can not change the present manner of doing business so long as the P. & P. U. maintain the position Mr. Tompkins states they have taken.

Mr. Boomer: The matter resolves itself down to this: the P. & P. U. never participate in any loss, and the rest of us will have to get together and say where the responsibility of one

road ceases and the other begins. I think it would be well to have this understood.

President: That is a matter between you and the P. & P. U. which you could settle among yourselves, and not here.

Mr. Boomer: I think here is the place to bring it up.

President: Simply because more of you get together here than at any other time.

Mr. Boomer: The question is, whether the committee's report will be accepted and followed. When we deliver a car to the Vandalia, does our responsibility cease when delivered to the P. & P. U., or not until it reaches the Vandalia Line's train?

Mr. McKeen: The usual rules of interchange should govern that. It is universally accepted that the delivery is made when car is delivered with the waybill.

Mr. Boomer: We have stated exactly that in our report. We deliver a car to the P. & P. U. as your agent, and deliver billing to you.

Mr. McKeen: What we want to determine is what the responsibility of the P. & P. U. is.

Mr. Boomer: My purpose in speaking of the matter now is to ascertain what was done with the committee's report.

President: As I stated, the committee's report was virtually adopted by the action taken at the last meeting, and with such record as a correction of last month's proceedings, they will be approved.

President: We decided at the last meeting to discuss the American Association train rules first. If you have anything you would like to bring up, however, you can do so now.

Mr. Boomer: There is one thing that interests us all, and that is the movement of carload shipments through Peoria. We are having delays on our line on account of no night clerk. Freight delivered to us in the afternoon and evening after the clerks have gone home is detained as a rule twenty-four hours. I think we should get together some way and arrange to overcome these delays. We put on a night bill clerk to work until midnight, but that did no good, since the bills could not be

delivered to any of the roads, excepting the R. I. & P. and C. R. I. & P., as the other lines had no night clerks to receive them. I therefore move that each member come to the next meeting prepared to discuss this matter. I have several cases of important freight delayed recently.

Mr. McKeen: Do you forward freight on card bill?

Mr. Boomer: No, but that would not help any if we did, as there would be no one to deliver to. We have cars of meat which we do card bill and run the chance of billing being all right, but other merchandise and manufactured material lays over in both directions.

Mr. McKeen: If I understand your motion correctly—that it is to bring the matter up at our next meeting—I will second it.

President: You have heard the motion. All in favor vote "Aye." Carried.

Discussion of Train Rules.

The discussion of the American Railway Association train rules was then resumed, beginning with Rule 14-K and closing with Rule 96.

Adjourned at 12:25 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, April 13, 1900.

Meeting called to order at 11:15 a. m., with President
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry.	MR. W. M. DUANE	Supt.
C. & A. R. R.	Not represented.	
C. B. & Q. R. R.	MR. J. A. CARNEY	Div. M. M.
B. & O. S-W. R. R.	MR. I. L. BURLINGAME	Trainmaster.
Ill. Central R. R.	MR. J. C. DAILEY	Supt.
L. E. & St. L. R. R.	MR. H. C. BARNARD	Supt. Term.
L. & N. R. R.	Not represented.	
Mo. Pac. Ry.	MR. O. G. MUELLER	Asst. Supt. T.
M. K. & T. Ry.	MR. A. T. PERKINS	Supt. Term.
M. & O. R. R.	MR. H. W. CLARKE	Supt.
C. P. & St. L. Ry.	MR. W. H. GRIDLEY	Supt.
" "	MR. D. C. FREDERICK	Supt. C. S.
St. L. K. & N-W. R. R.	MR. A. T. PERKINS	Supt. Term.
St. L. K. C. & C. R. R.	MR. F. X. ROEDERER	Agent.
St. L. & S. F. Ry.	MR. A. J. DAVIDSON	Supt. Transp.

St. L. Transfer Co. . . . Not represented.
Term. R. R. Ass'n. . . . MR. E. DUNLOP Supt.
" . . . MR. F. X. ROEDERER . . . Agent.
T. St. L. & K. C. R.R. Not represented.
T. H. & I. R. R. . . . Not represented.
Wabash R. R. . . . MR. J. A. HEETHER . . . Trainmaster.
Wiggins Ferry Co. . . . Not represented.

VISITOR: Mr. W. M. Prall.

President Perkins: The minutes of the previous meeting have been sent to all the members, and if there are no objections they will stand approved as printed.

Under the head of unfinished business I have first to make announcement of the subject of the paper to be read at the annual meeting at Louisville. Mr. H. C. Barnard tells me that he has selected "The Grain Door Question" as his subject, and I understand he has collected some interesting information in regard to it. It may not look like a very big question, but it seems to assume considerable importance the more one looks into it.

The Secretary will notify Mr. Fetter in regard to the subject of the paper.

We have still out the Committee on Loading and Unloading Carload Freight. That committee has made one or two preliminary reports. I will ask Mr. Davidson, who is Chairman, to state to the Association how the matter now stands.

Mr. Davidson: The committee has been unable so far to collect complete data from the different lines that would enable them to make an intelligent report to the Association. We have all been very busy, too, and that interfered with the attention the matter would otherwise have received. I just received a reply from the Ill. Central Road, and there are two or three other roads which have failed to answer the inquiries sent out, but at the May meeting we will have everything in shape for consideration of the Association.

President: If there are no objections the committee will be continued until final report can be made.

At the last meeting the announcement of the adoption of report of Committee on List of Non-transferable Freight was made, and several additions to the list were suggested by different members. The Secretary will announce the result of the ballot.

Secretary: The following circular letter was sent out:

St. Louis, Mo., March 13, 1900.

To the Members:

Kindly refer to our circular letter of February 13, giving list of articles in carload lots to be considered non-transferable, to be voted upon by you. I have received favorable replies for adoption of list from all lines except four, from whom no replies have been received.

The Vandalia Line favors the adoption of the list, but wishes to have lumber of all kinds added, and agrees to transfer foreign cars containing such when requested to do so by connecting line.

The M. & O. favors the list, but wishes to have the following articles in carloads added: Sash, doors and blinds; malt, in sacks; glucose, in barrels; hay; flour, in thin cloth sacks.

Please let me have your vote by letter upon the addition to the list of articles recommended by the Vandalia and M. & O.

F. E. ANDERSON,

Secretary.

Secretary: The replies received are voted as follows:

Mo. Pac., all except lumber.

T. R. R. A., all.

L. & N., all.

C. P. & St. L., all except lumber and glucose in barrels.

L. E. & St. L., all.

Vandalia, except malt in sacks, glucose in barrels, and hay.

T. St. L. & K. C., all.

Frisco, except lumber, sash, doors and blinds, malt, glucose, hay and flour.

St. L. K. & N. W., except malt, glucose, hay and lumber.

Big Four, all.

C. & A., all.

M. K. & T., all.

C. B. & Q., no.

Wabash, all except rough lumber.

M. & O., all except lumber.

Ill. Central, all.

Mr. Burlingame: The B. & O. S-W. is ready to vote as soon as there is something to vote on. We do not care to vote for a schedule where any exceptions are made. Where one line can transfer or not it seems to put the matter in the original condition. We are prepared to vote as soon as a schedule is determined upon.

President: I am inclined to think that there is a misapprehension on the part of the B. & O. S-W. The list of articles as proposed was adopted by all roads voting. It is the additional list that exceptions are taken to by some of the lines.

Mr. Burlingame: We understand that it is left optional. Exception is taken by this and that road, and nothing is required to be transferred unless a road desires to do so.

President: From that point of view I do not see why any road should have any hesitation in the matter. If you deliver a car of plate glass to one of your connections and that road sees fit to transfer it and smashes it up, it certainly is nothing for which you are responsible. If your connections wish to transfer, it is for them to be responsible. The agreement must necessarily be very largely on the side of the delivering road.

None of the proposed additions have received unanimous votes. I believe it was the understanding that unanimous consent would be required for additions.

Some discussion here took place as to the status of the vote.

President: Is there any objection to taking a new vote in

regard to each one of those articles? If not, the Secretary will call the roll on each article.

A Member: Are not sash, doors and blinds included in dressed lumber?

Mr. Fredericks: It was the intention of the committee to so include it.

A Member: Then that would not need to be voted on.

Mr. Burlingame: I did not come here with authority to vote on final propositions, and will therefore be unable to do so.

President: You have heard the statement that it was the intention that sash, doors and blinds should be included under the head of dressed lumber, and that it was the understanding that dressed lumber covered those articles. If no objections the Secretary will have those added on that basis.

The Secretary will call the roll on the four remaining articles separately.

	Malt in Sacks	Glucose in Barrels	Hay	Flour in thin cloth Sacks
C. C. C. & St. L.,	Aye	No	Aye	Aye
C. B. & O.,		No		
B. & O. S-W.,	Aye	No	Aye	Aye
Ill. Central,	Aye	Aye	Aye	Aye
L. E. & St. L.,	Aye	Aye	Aye	Aye
Mo. Pac.,	Aye	Aye	Aye	Aye
M. K. & T.,	Aye	Aye	Aye	Aye
M. & O.,	Aye	Aye	Aye	Aye
C. P. & St. L.,	Aye	No	Aye	Aye
St. L. K. & N. W.,	Aye	No	No	Aye
St. L. & S. F.,	Aye	Aye	No	Aye
Term. R. R. Ass'n,	Aye	Aye	Aye	Aye
Wabash,	Aye	Aye	Aye	Aye

President: All roads now seem to have voted in favor of malt in sacks and flour in thin cloth sacks.

Mr. Fredericks: Does that leave glucose and hay out?

President: They have a number of negative votes which

shut them out. Under the agreement that action to be favorable should be unanimous.

A Member: Suppose one road insists on transferring.

President: That is a matter you will have to negotiate with your connections.

That is all the unfinished business we have, and the Secretary will now read such correspondence as he has.

Secretary reads:

Cincinnati, O., March 16, 1900.

Mr. F. E. Anderson,

Secretary, St. Louis, Mo.

Dear Sir: Please note the attached copy of letter from Mr. P. Leeds, S. M. L. & M. Ry., dated March 15, relative to uncoupling devices. Will you kindly present this communication before your Division at its next meeting and advise what action your Division takes in the matter? Yours very truly,

O. G. FETTER,
Secretary.

Cincinnati, O., March 15, 1900.

Mr. O. G. Fetter,

Secretary, Cincinnati.

Dear Sir: I note in passing over the road that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill next to the deadwood and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers; and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think the Association should take some action in the matter, so as to prevent arbitrary rejection of the cars as soon as the law does go into effect; and further, I think it would be well for you as Secretary of the general Association to take the matter up with other branches in this line. In fact, we

have had a warning note from the Interstate Commerce Commission that while the law had not yet taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

Yours very truly,

(Signed) P. LEEDS,
Supt. Mchy.

St. Louis, Mo., April 12, 1900.

Mr. F. E. Anderson,

Secretary, St. Louis, Mo.

Dear Sir: I have your circular letter of April 5 in reference to letter from Mr. Leeds, Supt. of Machinery, L. & N., calling attention to G. R. & I. flat cars equipped with M. C. B. couplers without any unlocking rod, simply having a short chain attached to the end sill next to the deadwood and to the locking pin.

I do not know that it is necessary for the roads to take any action in this matter, for the reason that on and after August 1 it will be against the federal laws to run a car so equipped, punishable by a fine, and we all know that this law will be rigidly enforced, so that I do not believe any road will accept the cars so equipped with interstate business. At least I know of one, and that is the Wabash, who would positively refuse to accept cars so equipped.

Yours truly,

C. B. ADAMS,
Supt. Transportation.

President: We now have report from the Committee on Storing Less than Carload Freight in Warehouses, of which Mr. O. G. Mueller is Chairman.

Mr. Mueller: At the last meeting we thought Mr. Davidson's committee might possibly have some data that would enable us to go into the matter more thoroughly, but we found his committee an entirely different proposition, after which I wrote Messrs. Barnard and Berry, and stated that it would avail us but little to take up with theirs (Mr. Davidson's committee) as to the amount of freight stored, and suggested the adoption

of the rules as put in force by the Columbus Division of the Central Association, which I would like to have your permission to read.

President: We would be glad to hear them.

Mr. Mueller: The first rule—

(a) All freight taking carload rates will be subject to car service and trackage charges—
is already embodied in our rules.

(b) Railroads will not furnish help, either for loading or unloading freight taking carload rates.

(c) To release cars, railroad companies reserve the right to send carload freight to a public warehouse at the expiration of the free time, at cost and risk of owner.

(d) Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

(e) Railroads will cause all less than carload freight remaining in their warehouses more than five (5) days to be removed to public warehouse at cost and risk of owner.

These are the five rules as applied by the Columbus Division, adopted after November 1, 1899. The first and third rules I think are embodied in our car service rules.

The last rule proposed we have left blank, subject to the acceptance of the members of this Association.

A Member: Don't some of the lines store flour?

Mr. Prall: Yes, lines on this side of the river.

President: Of course the second of the rules read by Mr. Mueller covers the question that is in the hands of Mr. Davidson's committee, and possibly the Association could hardly act until Mr. Davidson's committee makes a report, giving statistics that would enable them to vote intelligently.

What action will the Association take on report of Mr. Mueller's committee? The adoption of that report will cer-

tainly make a very radical change in St. Louis methods—a change, however, that would result in large savings. We should like to hear from Mr. Prall on this matter.

Mr. Prall: If the roads members of this Association should act upon the report of Mr. Mueller, their resolution being incorporated into the Car Service Association agreement, it would extend the authority of the Association by vesting in it supervision of the handling of all freights taking a carload rate, and would additionally vest in the Association authority to the end of the ordering to public store all L. C. L. freight after an agreed number of days.

The free storage abuse has been on the Missouri side of the river, but when it was taken up in the Association a couple of years ago the roads were unable to agree upon regulations for storage because the eastside lines were still outside the jurisdiction of the Association. Now it is the eastside lines that are beginning the movement, and as the westside lines are all practically represented on one or the other of the two committees, the probabilities are that an agreement can be made that will eliminate for all time all question of storage of freight at St. Louis and East St. Louis terminals.

Our rules cover storage in cars—they are practically prohibitory of such storage; and if those rules are beneficial to the railroads, certainly the rules extended to the warehouse would also be beneficial.

Storage, whether in cars or in warehouses, is detrimental to the interest of the railroads and the public, and it is practically similar, the only difference being that it is a little more expensive for a railroad to store in the car, because they not only have to furnish the car, but they have to furnish the track at the terminal on which the car must stand; the consequence is, that the expense is continually increasing, the increase in the size of our cities increasing the value and the expense at the terminals.

A Member: I move we lay the matter over to next meeting.

President: I should like to make one suggestion. As the second rule of the report presented by Mr. Mueller relates to

matters in which both committees are interested, that action on Mr. Mueller's report be postponed until the next meeting, and as the report of Mr. Davidson's committee will doubtless be ready within the next two weeks, that the two committees get together and present a joint recommendation. That will possibly enable us to get the matter in a little more definite shape for action.

Of course, if Mr. Davidson's committee should recommend the adoption of a rule like the second rule covered by Mr. Mueller's report, that would bring the two reports together; and it seems to me that if the result of the investigation made by the committee of which Mr. Davidson, Mr. Fritch and myself are members backs up the report made by Mr. Mueller, the subject would be in a very satisfactory shape to vote on.

Mr. Davidson: I will make a motion to postpone action on Mr. Mueller's report until the next meeting, and in the meantime let the two committees get together and make a joint recommendation for action at the next meeting.

Mr. Clarke: I second the motion.

President: Those in favor of the motion will please say "Aye." It is a vote. The two chairmen will see that it is carried out.

President: We now have for discussion the letter from Mr. Leeds, of the L. & N., in regard to G. R. & I. flat cars without proper levers to the automatic couplers.

Mr. Davidson: I think that is a matter which should be cared for by the car department. At the expiration of the time limit for equipping all cars properly the government inspector will also look out for it. I do not think this Association should take action, and I will therefore make a motion to lay the matter on the table.

Mr. Barnard: I will second the motion.

President: Those in favor of so disposing of the matter, please say "Aye." It is a vote. The Secretary will make a reply to Mr. Fetter that this Division believes action should be

taken by the Car Inspection Associations, rather than Divisions of this Association.

Mr. Fredericks: In connection with the list of non-transferable articles, will that list go to the agents?

President: It is expected that each line will notify its agents. I think, though, the Secretary of this Division should notify the Local Freight Agents' Association, as their committee assisted in the preparation of the list.

Mr. Barnard: When does it go into effect?

President: Immediately on its adoption, as I understand it.

There is one more subject I would like to bring up. I notice the Kansas City Division has compiled a list of all agreements in effect by authority of the Kansas City Division, and it seems to be a very convenient thing. It is possible it would be a good idea for us to have a revised list of agreements that are in effect here, so that there may be a complete understanding as to just what they are. The agreements of this Division cover a number of years. I believe the last list got out was in June, 1895.

Mr. Clarke: Your idea is a good one. I would suggest the President appoint a committee to revise the rules passed by this Division, and if, in their judgment, they think they should be printed, make that recommendation to the Association. I make that as a motion.

Mr. Davidson: I second it.

Carried.

President: I will appoint Messrs. Clarke, Dunlop and Sands.


Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., April 11, 1900.

The meeting was called to order by President Rider 
2:15 p. m.

The representation was as follows:

A. T. & S. F. Ry.	(Not represented.)
C. & A. R. R.	MR. W. H. STARR.....Supt.
C. G. W. Ry.	(Not represented.)
C. M. & St. P. Ry.	MR. E. D. WRIGHT.....Supt.
C. R. I. & P. Ry.	MR. W. M. HOBBS.....Supt.
“ “	MR. C. W. JONES.....Div. Supt.
“ “	MR. H. W. GIVEN.....Div. Supt.
“ “	MR. J. R. BLAIR.....Supt. Ter.
H. & St. J. R. R.	MR. E. G. FISH.....Supt. Ter.
“	MR. J. P. CUMMINGS...Agent.
K. C. Belt Ry.	MR. D. W. RIDER.....Supt.
K. C. F. S. & M. R. R.	MR. H. S. MITCHELL...Supt.
“ “	MR. E. F. EDGECOMB...Agent.
K. C. N. W. R. R.	MR. R. E. CAHILL.....Supt.
K. C. South. Ry.	MR. F. B. PARKER.....Supt. Ter.
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....Supt. Ter.
K. C. Sub. Belt R. R.	MR. F. B. PARKER.....Supt. Ter.

M. K. & T. Ry MR. D. ALLEN Agent.
Mo. Pac. Ry MR. C. E. CARSON Supt. Tér.
 " MR. O. G. MUELLER Asst. Supt. T.
 " MR. R. P. ISITT Agent.
St. L. & S. F. R. R. MR. A. O'HARA Supt.
Union Depot Co (Not represented.)
Union Pacific R. R. MR. G. N. CURTIS Agent.
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
 " MR. U. B. DARNALL Agent.

VISITORS: Mr. E. E. Mote, Manager Mo. Valley Car Serv-
ice Association; Mr. A. P. Hall, Supt. St. Joe Terminal Co.

President: As the minutes of the last meeting have been
printed and distributed, we will dispense with the reading if no
objection.

Unfinished Business.

Secretary: There is nothing under this head.

Correspondence.

The Secretary read the following:

Cincinnati, March 16, 1900.

Mr. B. H. Garrigues,
Secretary.

Dear Sir: Please note the attached copy of letter from Mr.
P. Leeds, S. M., L. & N. Ry., dated March 15, relative to
uncoupling devices. Will you kindly present this communica-
tion before your Division at its next meeting and advise what
action your Division takes in the matter?

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Leeds' letter follows:

Cincinnati, March 15, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.

Dear Sir: I note in passing over the road that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill next to the deadwood and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers, and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think the Association should take some action in the matter so as to prevent arbitrary rejection of the cars as soon as the law does go into effect; and further, I think it would be well for you, as Secretary of the general Association, to take the matter up with other branches in this line. In fact, we have had a warning note from the Interstate Commerce Commission that, while the law had not taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

Yours very truly,

(Signed) P. LEEDS,

S. M.

President: This is before the Association. What action do you wish to take in the matter?

Mr. Mitchell: It seems to me that this is a matter which our Association should not handle, but is something that the American Railway Association or the Master Car Builders' Association should take up. I think the Central Association has so far taken no action whatever in connection with equipping cars with automatic couplers.

Mr. Carson: I take the same view that Mr. Mitchell does in regard to this; that it is a matter which concerns the American Railway Association or the Master Car Builders' Association. I don't see that we should worry ourselves about the G.

R. & I. If they choose to equip their cars with a device which does not come up to the requirements of the law we can refuse to handle their cars, and the G. R. & I. will be the line to suffer. I believe we should take no action.

After some further discussion it was decided that the matter be laid on the table and Secretary Fetter advised accordingly.

Checking Outbound Shipments.

Secretary: As instructed at the March meeting, I wrote Joint Agent Kimball, advising him of the action taken at that meeting on the checking question. I have received the following letter from him:

Kansas City, Mo., March 29, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: At a meeting of the local committee of Western Trunk Lines yesterday the question of sending or not sending check clerks to industries to check carload shipments came up on request of Mr. Dumbeck, of the K. C. F. S. & M.

Mr. Dumbeck stated that that line was not prepared to enter into the agreement as made by other lines, believing that the interests of the roads were not sufficiently safeguarded, for the reason that the consignee, in case car checks short, would look to the railroads to make good and not to the shipper; and if the shipper's seals were intact, consignee would still insist on holding the railroad company responsible.

After considerable discussion among the members, the following resolution was adopted:

“Resolved, That this committee recommend to the Superintendents' Association that the resolution passed at their meeting February 14, in regard to shipper's load and count, be amended to provide that the shipper file with the roads a bond indemnifying them against loss, where cars are loaded by the shippers and their load and count accepted by the roads, where such cars

reach destination and are delivered to the consignees under the shipper's seals intact."

Will you kindly bring this matter before your Association, advising me result?

Yours truly,

(Signed) G. A. KIMBALL,
Joint Agent.

President: What are your wishes in regard to this matter?

Mr. Isitt: I believe I am the only member of the committee which had this matter in hand who is here. The committee has been discharged and I don't know that there is any action this Association can take now in line with the Trunk Line committee's suggestion, for the reason that our promise has gone out to these people that we would accept their bills of lading on the conditions agreed upon. This arrangement has been in force now over a month and seems to be giving uniform satisfaction. With the exception of a few days when it first went into effect, I don't think there has been any complaint, and I hardly see how we can now go to these firms and say that we promised them too much and will have to have a bond.

I have obtained seals and presses for all the people on our tracks and they are being distributed today. We have carried out our agreement with them, and I think they would simply laugh at us if we should go to them now for a bond. The arrangement seems to be satisfactory to everyone except the Scotts, and I think it will be soon enough to ask these people to give bond when we have any trouble, which I do not apprehend.

Mr. Carson: I might say, Mr. President, that if the K. C. F. S. & M. feel that this arrangement would be insecure, they do as they did when the checking was discontinued at the packing houses—require a bond. We have only made this arrangement with large and responsible firms, and, so far as our line is concerned, we are satisfied to accept their check and give clear bills of lading.

Mr. Mitchell: This is not a K. C. F. S. & M. matter now, as I understand it, but comes from the local committee of the

Western Trunk Lines. I agree with Mr. Isitt, however, and believe that the Secretary should reply to Mr. Kimball, giving him the views of this Association.

Mr. Isitt: I move that the arrangement be allowed to stand as it is and the Secretary instructed to notify Mr. Kimball accordingly.

Seconded by Mr. Cahill and carried.

Reports of Committees.

Program Committee.

President: Is the program committee ready to report on subjects for discussion?

Mr. O'Hara: The committee has selected as a subject for discussion at the next meeting the question of assessing switching charges on a tonnage instead of a car basis.

President: This is a question in which we are all interested, and I trust all members will come to the next meeting prepared to discuss it.

Report of Committee on Grain Door Question.

Mr. Starr, chairman of the grain door committee, stated that he had only received four communications in reply to the circular letter sent out with a view to ascertaining what it would cost the railroads to do the cooping themselves. These letters were read. Mr. Starr stated so far the committee had not been able to get sufficient information to form the basis of a recommendation; that he would like to see a check made at the elevators when there was a large amount of grain moving.

After some discussion it was decided to give the committee further time.

New Business:

Paper for Annual Meeting.

Mr. F. B. Parker stated that he had selected as the subject of his paper, to be presented at the annual meeting at Louisville, July 17 and 18, "Railroad Terminal Facilities of Kansas City," and the Secretary was instructed to notify Secretary Fetter.

Special Switches.

Mr. Carson: I would like to bring before the Association the question of special switching. This practice has grown to such proportions that I believe the time has arrived when something should be done to curtail it. It costs several times as much to make a special switch with a car as it does to handle it through the regular channel. The large industries on the terminals seem to have no hesitancy in asking for special switches at any time of the day or night. Many of the lines must drop their regular work to make these special moves, and if they refuse, the industries are likely to go to the general officers and say that the local officials are indifferent to their interests and will not accommodate them. A few reports of that kind will get a local official into disrepute. The higher officials are not as familiar with the situation as we are, and they never hear anything about the good work we do or how expeditiously the business is handled generally. Any reports they do get are usually complaints.

It has occurred to me that if we could take some concerted action in this Association by exacting from these industries an extra switching charge, as I have done a number of times, it would have a tendency to reduce this extra switching. I am not prepared to say just what extra charge should be made, but I believe that when an industry wants a special switch made of a car which has possibly been delayed several days en route,

and to do this it is necessary to take the car from a connection and rush it to their private tracks, there should be at least a double switching charge.

I would like to hear from other members as to how they feel on this question.

Mr. Mitchell: The Memphis Route has been charging five dollars for an extra switch; that is, for the extra service in addition to the regular switching charge, whether for one car or more, if they go together. It seems to me that this is more equitable than double switching. I believe if it was the uniform practice to make a charge for extra switching it would then depend on how badly the switch was wanted whether it would be asked for.

Mr. Edgecomb: There was a time when we made from three to five extra switches a day; now we don't have one in three weeks.

Mr. Carson: When cars are handled through the regular channel they can be handled at a minimum expense. When it is necessary to drop your work and go to some connection and get a car and rush it to an industry, some other work must be neglected, and in order to catch up, overtime must be worked. Of course there are times when it is absolutely necessary for patrons to have special switches, but if it is going to cost us extra to accommodate them, I see no reason why they should not pay for it.

I will offer a resolution that the lines members of this Association exact an extra charge of five dollars for every special movement required by industries at Kansas City, whether for one car or a number.

President: I don't know whether that would be a wise thing or not. The situation with the switching roads is very different from what it is with the regular traffic roads. The traffic roads, under the law, are obliged to make one switch free. They don't depend upon switching earnings for their bread and butter, but the roads who do nothing but switching are compelled to depend entirely upon switching, and they are

permitted by the railroad commission to charge higher rates. I know there is a movement on foot to reduce the switching charges of all lines at Kansas City, and it seems to me if we were to pass a resolution of that kind it might make us a good deal of trouble. I think if any of the roads want to take individual action in making such a charge it would be all right.

After further discussion of the subject Mr. Jones offered the following as a substitute for Mr. Carson's resolution :

"That it is the sense of this meeting that the minimum charge for special movements, whether of one or more cars, should be five dollars, in addition to the regular switching charge."

This was accepted by Mr. Carson, and was seconded and carried.

There being no further business, the meeting adjourned.
Date of next regular meeting, May 9.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, April 11, 1900.

The meeting was called to order at 10:45 a. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.	MR. E. M. GORDON.
C. & O. Ry.	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
“	MR. G. WIRT.
C. I. & L. Ry.	MR. B. O'BANNON.
I. C. R. R.	Not represented.
L. & N. R. R.	MR. C. J. KLEIN.
“	MR. J. B. ARBEGUST.
L. E. & St. L. R. R.	Not represented.
L. H. & St. L. Ry.	Not represented.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
Kentucky and Indiana Bridge & Terminal Co.	MR. B. S. JOSSELYN.
Southern Ry.	MR. H. B. SPENCER.

The Chair: The next is the reading of the minutes of the previous meeting, which will be dispensed with if there are no objections.

Mr. Taylor: I move that the minutes stand approved as printed.

The Secretary: I wish to make a correction in the minutes. Under the head of Unfinished Business last month, on the vote in regard to furnishing labor to load and unload on team tracks, I stated that all roads had voted "Aye." You will remember that Mr. Newman took exception to it, saying that he did not know that his road had voted. I wish to correct my former statement by saying that the Monon has not voted on this question.

The Chair: Have they voted since?

The Secretary: No, sir.

Mr. O'Bannon: You can register the C. I. & L. vote in favor of it.

The Chair: In view of the fact that Mr. Newman expressed himself in favor of the resolution at the last meeting and Mr. O'Bannon now confirms it, the minutes will stand approved if there are no further objections. The next in order is the reading of correspondence.

The Secretary: We have here some correspondence that originated with Mr. Leeds, of the L. & N. R. R., and on which the action of the Association is desired:

Cincinnati, O., March 15, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: I note in passing over the road that there are a great number of G. R. & I. flat cars equipped with M. C. B. couplers without any operating rod whatever, simply having a short chain attached to the end sill next to the deadwood and to the unlocking pin. This does not in any way conform to the requirements of the law regarding the equipment of cars with automatic couplers, and while we are not, in my opinion, justified in refusing these cars until after the law goes into effect, at the same time I think the Association should take

some action in the matter so as to prevent arbitrary rejection of cars as soon as the law goes into effect; and, further, I think it would be well for you, as Secretary of the general Association, to take the matter up with the other branches in this line. In fact, we have had a warning note from the Interstate Commerce Commission that, while the law had not yet taken effect, we would be held responsible for the condition of automatic couplers and their attachments.

Yours very truly,

(Signed) P. LEEDS,

S. M.

The Chair: Gentlemen, what action do you wish taken on the communication originating with Mr. Leeds, and which has been sent us by the Secretary of the Central Association?

Mr. Taylor: Mr. President, it occurs to me that the proper way of handling this business is simply by resolution to recite the law governing this Association, which is nothing more nor less than the M. C. B. Rules, as I understand it, and is simply a detail of operation, which should be taken up with the people owning the equipment. In other words, the law being effective, a member of this Association is justified in refusing to accept a car that does not comply with the standard of excellence. It is not necessary for this Association to take any action to justify this. This Association does not want to get mixed up in matters of this kind. It seems to me that this communication should more properly be addressed to the G. R. & I., with notice that, the law being effective, the roads would not take this equipment.

The Chair: Are there any further remarks? Don't you think it would be a good idea for the Secretary of this Association to drop our members a note about it as a warning so the inspectors could know that these cars have these defects or lack of certain necessary parts?

Mr. Taylor: In accordance with a suggestion that Mr. Spencer has just made to me, I move that the communication

be by the Secretary referred to each road in turn for an expression of opinion, in order that at the next meeting it can be determined what action is necessary to conclude the matter.

Seconded and carried.

The Chair: The next in order is new business, which, I believe, is the proposed change in the date of our meeting. At the last meeting it was moved and seconded that the time of meeting of the Louisville Division of the Central Association of Railroad Officers be changed to the second Monday in each month at 2 p. m., and under the By-laws this could not be acted upon at the meeting in which it was brought up. Consequently it comes up now for vote, and I judge it is not necessary for anyone to offer a new motion. We will simply take a vote on the motion made at the last meeting.

The question was then put and the amendment adopted.

Adjourned 12 o'clock noon.

M. L. AKERS,
President.

J. C. LOOMIS,
Sec'y-Treas.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

MAY.

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1900.

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F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

COMMUNICATIONS.

Kansas City, Mo., May 15, 1900.

To the Officers and Members of the Central Association of Railroad Officers:

With this month's proceedings we submit the second paper on the subject of "The Terminal in its Relation to the Transportation Problem," by Mr. W. M. Prall.

Mr. Prall has favored the Association with several papers on various topics in connection with car movement on terminals, which are invariably interesting and instructive.

It is conceded that the "terminal" question is one of the most complex with which railroads have to deal, and we can not therefore give it too much study.

Respectfully submitted,

C. E. CARSON,
President.

The Terminal in its Relation to the Transportation Problem.

(SECOND PAPER.)

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION, ST. LOUIS.

We all recognize that car movement is the transportation problem of the present day.

Our improved equipment, roadbeds and bridges, and all demands made upon the engineering and mechanical depart-

ments, are with a view to increased capacity of the car and the lines. The detention, if any, is at interchange points or at quicker movement of the car to destination, consequently our superintendents of transportation and all the allied departments are investigating closely every new idea that will assist in the reduction in expense per ton by increased service of the car.

In handling equipment, the desire is the increase of the loaded mile in comparison with the empty mile, and the present effort on the part of so many of the heads of our transportation departments to substitute per diem for mileage is in recognition of the now known necessity for continued movement, rather than the indefinite holding of the car.

All through freights now move regularly on the originating final destination, owing to the failure of the connecting line to furnish proper equipment in which to continue service, or of the steamboat or steamship lines to accept freight for which they have contracted.

Freights billed locally, however, are subject to delay unless there are proper and agreed regulations for the unloading of the cars after they have been reasonably tendered, with additional regulations for cars that move under tariffs providing for privileges and for cars that are reconsigned.

All such cars, upon arrival at a terminal, must be handled under simple and continuous rules, every movement being fully controlled by the agent, whose obligation it is to make a proper record of all instructions contained on the billing for the car's movement, placing the cars on delivery tracks for unloading and notifying the consignees of the arrival of all cars that are entitled to privileges, or for which arrangements have not been made for the removal of the lading.

The obligation is rules and regulations for service. I might say, proper switching rules for the guidance of the yardmaster and his subordinates, to obtain the quickest possible movement to the proper place, and to bring about that result, the first requisite is:

A proper register.

A train of forty cars arriving at a terminal should be properly registered and the cars carded without any material delay to the switching service.

A train clerk should be ready to take the bills from the conductor, and with another train clerk to assist, supplementing each other's work, some of the cards for the train should be on the cars within five or ten minutes after the train has arrived, so that the switchmen can begin breaking up the train intelligently.

The moment the bills are registered they should go by special messenger to the agent, there to be duly entered and notices made out and sent to the consignees, so that instructions may be received in the minimum time.

The expense in furnishing proper clerks is so enormously to the advantage of a railroad, through the saving effected by the proper service of the switching crew, that today it should be recognized, and the beginning of the reform should be there.

A train properly registered, properly carded and properly switched, with proper notification from the agent to the consignee, will be soon disposed of. The cars for unloading will be unloaded promptly, and where cars are entitled to privileges, the agent will receive such instructions that he can continue the service that was contracted for, while the cars that are to be eventually reconsigned will be reconsigned quickly, as the consignee in each case will be held to responsibility for delay after notification in accord with properly applied car service association rules.

Car movement at a terminal is entirely dependent upon car service association rules, which should be to the end of car movement, and not applied simply as demurrage rules, with view only of the collection of a charge for detention after a car has been placed in a position for unloading.

But association rules only begin to solve the problem when there are terminal rules applied as instructions for car movement, protecting the agent in his proper practices and giving him increased authority by properly defining his responsibility,

the responsibility of his subordinates and, additionally, the responsibility of his superiors.

When cars are properly registered and properly carded, the yardmaster switching under proper instructions, the record of the receipt of the car being so arranged that it becomes the agent's debit, he can then be held to accountability for every car entered in his "car abstract book," and must, through his subordinates, properly record the movement of the car so long as there is a load in it. That record book becomes a reference book for car movement, and the agent being held to accountability by the manager of the car service association, the end attained is direct responsibility and intelligent and continuous control of the car.

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held at the Office of the Secretary, Room 71, Carew Building, Cincinnati, Ohio, Tuesday, May 8, 1900.

The meeting was called to order at 11:10 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON.....	Supt.
“	....MR. C. C. RILEY.....	Supt. C. S.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER.....	D. M. M.
“	....MR. MASON RICKERT	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
C. N. O. & T. P. Ry...	MR. J. P. MCCUEN.....	Supt. M. P.
“	...MR. E. D. CASEY	Agent.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

President: The minutes of the last meeting, having been printed, will not be read unless it is requested.

Mr. Lewis: I move that the minutes be approved as printed.
Seconded by Mr. Arnold and carried.

President: We will now proceed to the unfinished business.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: Mr. Lewis is a member of that committee.

President: Mr. Lewis, we would like to hear from the committee.

Mr. Lewis: I doubt if unanimous action can be secured in this matter. The committee can only report that a majority of the roads were willing to participate in the matter as recommended by the committee. There are some dissenting votes, and I doubt if the matter can be consummated. I would suggest, however, that it go over and possibly something may be done to bring about a change of sentiment. I would not like to see it tabled just yet.

Mr. Galloway: I move that the report of the committee be accepted, and that the subject be left in the hands of the committee for further report.

Seconded and carried.

Handling of Railroad Mail and Delivery of Notices.

Secretary: Since this matter was up at our last meeting I have received the following letter:

Cincinnati, Ohio, May 8, 1900.

O. G. Fetter, Esq.,

Secretary C. A. of R. R. O.,
71 Carew Bldg., Cincinnati, O.

Dear Sir: In connection with my letter to you May 7, 1900, submitting proposition for handling railroad mail and freight notices, I desire to have it understood that this proposition takes the place of the one submitted to you under date of March 20, 1900.

Yours very truly,

(Signed) C. E. PAGE,
Sec'y and Treas.

In other words, they withdraw their bid and submit a new bid in the following proposition:

Cincinnati, Ohio, May 7, 1900.

O. G. Fetter, Esq.,
Supt. Car Service Bureau,
City.

Dear Sir: We herewith submit a proposition for handling the railroad service as per previous specifications, omitting the Pennsylvania R. R. Total charge for the delivery of freight notices and railroad correspondence, \$457.50 (four hundred and fifty-seven dollars and fifty cents) per month for trial of three months. The proposition heretofore submitted and withdrawn was based on incorrect information in regard to the Pennsylvania Railroad Company's proportion of the work. By eliminating this road we can not make a corresponding reduction, for the reason that we can not reduce expense for rent, clerks and inspectors. The only reduction we can make is possibly a small saving in the messenger force. We will allow our original bid for the entire service, \$540, to stand.

Yours very truly,

(Signed) C. E. PAGE,
Sec'y and Treas.

Mr. Lewis: By whom is that signed?

Secretary: By Mr. Page.

The Secretary also read the following letter from The American District Telegraph Co.:

Cincinnati, Ohio, May 7, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: This company proposes to undertake the work of collecting and delivering the freight notices and correspondence of the railroads included in your organization, with the exception of the P. C. C. & St. L. Ry., for the sum of \$457.50 per month, for an experimental trial of three months.

We desire to withdraw our previous proposition, which was based upon unsatisfactory data regarding the P. C. C. & St. L. Ry. Co.'s proportion of the work. We find that our expense for clerks, inspectors and office rents would not be reduced in proportion to their share of the work. The only reduction possible being our messenger service.

Should the P. C. C. & St. L. Ry., however, decide to continue in the arrangement, our original bid of \$540 per month for the entire service will stand.

We will bind ourselves to do this work in a thorough and satisfactory manner, taking receipts for all freight notices delivered, and making collections from the various roads as frequent, in business hours, as is desirable for the perfect operation of the system.

Very respectfully yours,

(Signed) THE AMERICAN DIST. TEL. CO.

C. W. Theobald, Mgr.

President: As the bids stand now, they are the same.

Secretary: Since receipt of the last letter read I have received the following letter from Mr. Peters, Supt. of the P. C. C. & St. L. Ry. Co.:

Cincinnati, Ohio, May 8, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,

Cincinnati, Ohio.

Dear Sir: Referring to the matter of delivery of freight notices, messenger service, etc., that is to be considered this morning. If all of the other roads are desirous of giving this matter a trial, and a satisfactory arrangement can be made with the Ohio Messenger and Telegraph Company for this service, we will withdraw our objections and join with the roads in making a contract with the O. M. & T. Company, and give the proposed system a thorough trial for a period not exceeding six months, after which time, if the arrangement does not prove satisfactory, we will return to our old method. We specify

above that the arrangement shall be made with the Ohio Messenger and Telegraph Company, as we prefer to have the business handled by that company, rather than the A. D. T. Co., as the former is an adjunct of the Western Union Company, with whom we have very close relations. I would be glad if you would record our vote in accordance with the above.

Yours truly,

(Signed) RALPH PETERS,
Gen. Agt. and Supt.

Secretary: Mr. Peters, withdrawing his objections, puts the bids back to \$540 per month by both companies.

Mr. Lewis: I would like to ask if the bid of the Ohio Messenger & Telegraph Co. is based on a three-months trial?

Secretary: Yes, sir; both of them are.

Mr. Lewis: Whether The P. C. C. & St. L. Ry. Co. is included or not?

Secretary: We asked for a three-months trial.

Mr. Arnold: What were the answers you received from the lines from whom you obtained letter ballot?

Secretary: I had a letter from you in which you asked that your bid be returned. Mr. Lewis is not ready to vote. I have not all the votes in.

Mr. Lewis: I am ready to vote, but I understood that the P. C. C. & St. L. Ry. Co. was now willing to go into the arrangement, and I did not think that it was necessary to vote on the proposition as it now stands.

Mr. Arnold: I move that the bid of The Ohio Messenger & Telegraph Company be accepted, and that a committee of three, consisting of Messrs. Galloway, Peters and Fetter, be appointed to draw up an agreement with the above-named company, and obtain the concurrence of those lines which are not represented here today.

Mr. Galloway: Mr. Arnold, I would like to ask why you specify the O. M. & T. Co.

Mr. Arnold: They are connected with the Western Union,

and all lines of this Association are closely allied with that Company.

Mr. Galloway: On behalf of the C. H. & D. I want to say that the C. H. & D. will only enter into this arrangement provided the A. D. T. Co. gets the contract; otherwise they will not go into the agreement at all.

Seconded by Mr. Riley and carried, Mr. Galloway not voting.

Standing Committee on Car Movement.

The Secretary read the following letter from the chairman of the special committee:

Indianapolis, Ind., March 30, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. Co.,
Cincinnati, O.

Dear Sir: Referring to yours of the 16th in regard to Standing Committee on General Car Service Matters, the only change your committee sees that could be made would be to name this the "Standing Committee on General Car Distributing, Interchange and Movement."

Please note correspondence that has passed between the different members of this committee and accept this as our report.

Yours very truly,

(Signed) J. R. CAVANAGH.

President: What shall be done with the report?

Mr. Lewis: Who were the members of the committee?

Secretary: Messrs. Cavanagh, Riley and Waldo.

Mr. Lewis: I move that the report of the committee be accepted and that they be named as the permanent members of such committee.

Seconded by Mr. Arnold and carried.

**Report of Special Committee on Uniform Application and Service
Certificate Blank.**

Secretary: I have received the following letter from Mr. Houghton:

Indianapolis, Ind., May 3, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: Referring to your favor of April 24th, relative to the report of Special Committee on Uniform Application and Service Certificate Blank, of which committee I am chairman.

I regret exceedingly that in the months that have passed I have not been able to find time to call the committee together, and I am, consequently, unable to make any report. I respectfully request that another member be appointed to the committee in my place, as I can not see my way clear to find time to give the matter suitable attention promptly.

Yours very truly,

(Signed) H. F. HOUGHTON,
Chairman.

Secretary: I would state that I have a letter from President Carson, stating that this matter is to be considered at the annual meeting at Louisville.

Mr. Lewis: I move that the question be deferred until after the general meeting of the Central Association.

Seconded by Mr. Galloway and carried.

**Report of the Standing Committee on Joint Car Inspection Relative
to Rules for Loading Cross-ties in Gondola Cars.**

Secretary: I have received the committee's report, which is as follows:

The Standing Committee recommends for the accepted practice the following manner of loading gondola cars with ties:

Gondola cars will be accepted loaded with ties not to exceed four feet above the end gate of car. Each tier of ties to be loaded flatwise in a pyramid form above the end gate, so as not to wedge and spread the sides.

Ties must not be loaded to extend over the sides of the car. Each tier of ties must have at least two binders, which shall be secured to each side of the car with at least three nails or staples, or shall be fastened to any tier of ties below the top of the sideboard. Each binder shall be fastened to each tie in passing over the load. When fastening is made as last described, the attachment to the ties must be made on both sides of the load and the binder brought together at top of pyramid and fastened by twisting and securing both ends of the binder with staples to the load. When wire is used it must not be of less gauge than No. 9, and but one strand may be used. When sapling is used it must be of green timber, split, and not less than one and one-half inches wide on the split, or flat, side.

F. M. LAWLER,
Chairman.

President: What shall be done with the report?

Mr. Lawler: While the Standing Committee is satisfied with the report, they have evidence to believe that there will be action taken relative to loading cross ties in gondola cars by the M. C. B. Convention, to be held in June, I would respectfully request that we lay it on the table until September, and by that time the proceedings of that meeting will be out, and we will be in a position to act on it more intelligently than at present.

Mr. Lewis: Mr. President, what are we going to do in the meantime? There will be a great many shipments of ties.

President: The tie shipments will be about over by September, but we would have to do in the meantime the same as we are now doing.

Mr. Lawler: My object is, that there will be published in those proceedings, under the head of Loading Long Timber,

some instructions, and that would place it in the hands of every railroad in the United States, while we could only issue loading instructions to our connecting lines here, and I think that it would be more generally adopted after the Convention. I know that Mr. Leeds is on the committee having charge of this matter, and he is manifesting great interest in it, and will do everything possible to bring out a rule and have it adopted covering that point.

Mr. Galloway: I move that the report be accepted, and recommend that the recommendation of this committee be laid on the table for further action at our September meeting.

Seconded by Mr. McCuen and carried.

M. C. B. Couplers without Uncoupling Levers.

Secretary: Since our last meeting I have received another letter from Mr. Leeds.

Louisville, Ky., April 21, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: At the last meeting of the Cincinnati Division of Railroad Officers there were several communications making the claim that I was mistaken in regard to G. R. & I. flat cars without operating rods for the automatic coupler. This matter had been reported to me as being common to a certain class of their cars, and I personally examined G. R. & I. flat car No. 268, and know that there was no operating rod on that car, either above or below the sill, and that there was a short chain connected to the top of the unlocking device and run outside of the deadwood connected to the end sill, the coupler being an ordinary Janney coupler unlocking from the top. Thinking that there was a possibility of my being mistaken in this matter, and that, in addition to the chain, there was some kind of an unlocking device, I traced this matter back, and have confirma-

tion from different parties, they plainly stating that there was not an unlocking rod, nor was there any evidence of there ever having been.

Yours truly,

(Signed) P. LEEDS,
Supt. Mchy.

President: I do not think that requires any action.

Mr. Galloway: I move that the communication be received and filed for information.

Seconded and carried.

Proposed Amendment to Switched Car Rules.

President: That is the matter which came up at our last meeting.

Mr. Arnold: The subject was brought up by Mr. Riley.

President: I think that it would be well for Mr. Riley to state his position.

Mr. Riley: I was on the committee that originally drew up these rules, and, as I explained to Mr. Arnold, great care was exercised to make them interdependent upon each other. I did not know until last January that they had been countermanded, when my attention was called to the fact by Mr. Arnold.

In looking them over I found, as I stated in my letter, that there is nothing in the rules, as they stand at the present time, to prevent a reconsignment of a "switched" car—absolutely nothing. With these rules as they stand at the present time, as a representative of the B. & O. S-W. R. R., I will say I feel at perfect liberty to let any "switched" car, that a consignee wishes to reassign, go forward on a reconsigned order.

Now, I understand that there are some gentlemen here who are able to demonstrate wherein there is something in these rules that will prevent a reconsignment of a "switched" car.

Mr. Arnold: I believe that, at the last meeting, it was ascertained, with the exception of Mr. Riley, the members were unanimous in the belief that the present rules prevented a

"switched" car from being reconsigned without the consent of the owner.

President: That was my understanding.

Mr. Arnold: If the Association understands that such will be the ruling hereafter I am perfectly satisfied. If Mr. Riley is correct, then we will have to have another rule.

Mr. Riley: That Rule 3 says: "If a foreign car is loaded locally, and upon arrival at destination the shipment is reconsigned," etc. It must be understood that a "switched" car is never loaded "locally." If you give a car to us for Joseph & Bros., for instance (addressing himself to Mr. Arnold), is that loaded "locally" on our road?

Mr. Arnold: Loaded here in Cincinnati?

Mr. Riley: That is not my impression; loaded on the railroad that does the switching. We are all of the same opinion; that is, we want to prevent the reconsignment of "switched" cars. All that we have to go by is these rules, then what is the objection to making a rule so that nobody can be led astray by it. As this rule reads now, it does not refer to "switched" cars.

President: It governs the return of "switched" cars.

Mr. Lewis: The rule would have to be modified to read this way: "If a *loaded foreign car* is loaded *locally*, and upon arrival at destination," etc.

Secretary: Mr. Lewis, you have reference to cars that are switched from one road to another?

Mr. Lewis: This reads now "locally." What does that mean?

Mr. Galloway: Loaded anywhere.

• Secretary: If you would load a car at Newport News for Cincinnati, it would be loaded "locally"; but if the car is loaded at Newport News for Chicago, it would not be loaded "locally."

Mr. Arnold: This Association, Mr. President, has decided that very thing, and I will show you. In March, 1899, I offered the following resolution, which stands printed in our minutes:

"Reconsigned cars belonging to roads terminating at Cincinnati must not be forwarded beyond the switching limits, except via the line owning the car, or without said owner's permission."

Mr. Riley: The Association has not put it in black and white.

Mr. Arnold: Because it was decided that it was not necessary.

Mr. Lewis here slowly read Rules 1 and 2, and the substitute for Rule 3, consecutively, emphasizing them to bring out the meaning to verify the arguments which had just been presented, and closed with the remark that he considered the substitute for Rule 3, in connection with the first and second rules, covers the point, and that no road has a right to divert a car.

Mr. Riley: These Rules 1 and 2, which Mr. Lewis has just read, are all right, but they assume that "switched" cars are empty. You can not return "switched" cars unless they are empty. You give us a car for Joseph & Bros.; you want us to unload and return the car. I mean, you do not want the original load back. It is, therefore, assumed that the load is taken out of the car, if it is not reconsigned. These rules were made interdependent upon each other, but that interdependence was destroyed when this rule was abrogated. We assume that the car is to be returned empty. If this assumption is correct, then Rules 1 and 2 have nothing to do with it, because they refer to unloading the car. We will not unload it, then you do not want it back with the original load, unless it is going back to your road. Some of you try to make a point that a car loaded at Newport News, consigned to Cincinnati, switched to us, was still a Cincinnati car. Even under that rule it is not a foreign car. If it is foreign to us, it is a switched car; that car was not loaded locally.

Mr. Riley: I want to tell you that that is going to be the rule on our road until there is something in the rules definite on the subject.

Mr. Lewis: I move that the original Rule 3 be reestablished, and that the substitute be made Rule 4, and the present Rule 4 be made Rule 5.

Seconded by Mr. Galloway and carried.

**B. & O. S-W. vs. C. N. O. & T. P. Bills for Repairs to Heater Pipes
in C. H. & D. Coaches.**

The Secretary read the following letter from Mr. J. P. McCuen:

Ludlow, Ky., April 17, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: In reply to your favor of the 12th inst., I wish to state that I again took this matter up with the B. & O. S-W. R. R., asking that said company agree to refer the question to the Standing Committee for decision, or else to say that they would not so agree. I now hand you herewith copy of my letter of April 13 to Mr. J. G. Neuffer, General Master Mechanic, and his reply of April 16, from which you will see he declines to give his consent or say that he will not do so. Under the circumstances, we wish the matter placed before the Association for its consideration, forwarding the papers under Sec. 2 of Art. 3, which does not require the consent of both parties to the dispute for such reference. Will you kindly place these papers before the Association at its next meeting, our statement of the case appearing in my letter of March 30, addressed to the Standing Committee, and request that early consideration be given the matter?

Yours very truly,

(Signed) J. P. McCUEN,
Supt. M. P.

Secretary: This is a dispute between the C. N. O. & T. P. and the B. & O. S-W. in regard to repairs to C. H. & D. coaches.

Mr. Lewis: If one of the parties to this dispute will not submit it to this Association for arbitration, I can not see that it will avail anything for this Association to take action. They have rendered a decision. You can not govern the line declining to submit the question. I think that the matter should be referred back, and let them adjust the matter between themselves.

Mr. McCuen: The Rules allow us to refer it to the Association without their consent.

Mr. Galloway: I think that it would be proper and within the province of this Association to refer it to the Standing Committee. One of the parties to the dispute can refer it to this Association, and this Association can in turn refer it to the Standing Committee, and I move that the report be accepted and referred to the Standing Committee.

Seconded and carried.

**Bill against the C. N. O. & T. P. for Transferring C. H. & D. Car
No. 6576, March, 1897.**

Secretary: I have here a similar case, wherein the C. H. & D. presents a bill against the C. N. O. & T. P. Ry.

Mr. Lewis: Who objects in this case?

Secretary: The C. H. & D. Ry.

Mr. Lewis: I move that the matter be referred to the Standing Committee, same as in the other case.

Seconded and carried.

Secretary: There is nothing further before the Association.

On motion of Mr. Arnold the Association adjourned at 12:15 p. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, May 7, 1900.

Meeting called to order at 2:10 p. m. by President Zion.

The following lines were represented:

P. C. C. & St. L. Ry..	*M. W. MANSFIELD..	Superintendent.
I. & V. R. R.....	E. F. KEARNEY.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. & E. R. R.....	C. A. PAQUETTE.....	Superintendent.
C. H. & D. Ry.....	A. GALLOWAY.....	Superintendent.
C. I. & L. Ry.....	A. J. O'REILLY.....	Genl. Agt.
L. E. & W. Ry.....	M. P. DENISTON.....	Trainmaster.
I. U. Ry.....	A. A. ZION.....	Superintendent.
I. D. & W. R. R.....		Not represented.
T. H. & I. R. R.....		Not represented.

*Represented by E. F. Kearney.

The minutes of the last meeting were approved.

Unfinished Business.

Referring to the committee's report, as printed in the April minutes, relative to proposition to make a specific charge for the use of cars, in addition to the regular charges on switching

business, Mr. Zion, on the part of the committee, asked for further time, with view of ascertaining what action would be taken by the American Railway Association relative to the per diem method of settlement for car hire. Mr. Bender reported progress on his paper to be read before the Louisville Annual Meeting.

Reports of Committees.

The following is a complete copy of the five rules which have been adopted by the Indianapolis Local Freight Agents' Association, and which have been submitted to the Central Association of Railroad Officers, Indianapolis Division, for approval:

Indianapolis, Indiana, February 19, 1900.

Mr. G. B. Staats,

Secretary C. A. of R. R. O., Ind. Div.,
City.

Dear Sir: I beg to advise that at meeting of this Association, held 14th inst., the following rules were recommended to the Central Association of Railroad Officers for consideration and instructions:

NOTICE.

A. Beginning ——— —, 1900, the following railroad companies will not hold shipments of freight in their freight depots or on their platforms longer than six (6) days following date of arrival. If, at the expiration of six (6) days' time, shipments have not been removed from company's freight house, they will be stored in a licensed warehouse at consignee's risk and expense. Freight received on platforms of freight houses for forwarding will not be held for forwarding instructions longer than two (2) days, and if, at the expiration of that time, forwarding instructions have not been supplied, such freight will be sent to a licensed warehouse at shipper's risk and expense.

B. The railroad companies will not unload within their

warehouse freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

L. E. & W. R. R.	C. H. & D. Ry.
C. I. & L. Ry.	T. H. & I. R. R.
C. C. C. & St. L. Ry.	I. D. & W. Ry.
P. C. C. & St. L. Ry.	

All lines concur in the above rules, except L. E. & W., not in favor of Rule B.

Yours truly,

(Signed) J. B. ECKMAN,
Secretary.

**Minutes of the Local Freight Agents' Association
of Indianapolis.**

REGULAR MEETING.

Indianapolis, March 12, 1900.

Present:

T. H. & I. . . .	E. F. Graham.	C. H. & D. . . .	A. D. Evans.
P. C. C. & St. L.,	F. E. Sawyer.	C. I. & L. . . .	A. J. O'Reilly.

Absent:

I. D. & W.,	C. C. C. & St. L.,	L. E. & W.
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Meeting called to order at 3 p. m. F. E. Sawyer elected President pro tem. On motion, reading of minutes dispensed with and stand approved as issued.

Following questions were presented, discussed and, on motion, referred to the Central Association of Railroad Officers, Indianapolis Division, for consideration and instructions.

NOTICE.

C. No freight will be received at our various freight houses after 5 p. m., except on Saturdays, when freight will not be received after 4 p. m.

D. No labor will be furnished for loading or unloading carload freight on team tracks.

E. The enforcement of the above rules will be under the jurisdiction of the inspectors of the Joint Rate Inspection Bureau, and if the district inspector finds they are being violated, he is requested to notify the Central Association of Railroad Officers, Indianapolis Division.

All lines concur in above rules, except L. E. & W., not in favor of Rule C.

Adjourned.

J. B. ECKMAN,
Secretary.

F. E. SAWYER,
President pro tem.

The committee appointed at the April meeting to take up the question of the adoption of above rules with the L. E. & W. Ry., with view of making the action of the Association unanimous, submitted the following report:

Cincinnati, Ohio, April 30, 1900.

Mr. G. B. Staats,
Secretary C. A. of R. R. O.,
Indianapolis, Indiana.

Dear Sir: At the regular meeting of the Central Association (Indianapolis Division), held April 3, 1900, the undersigned were appointed a committee to confer with the Lake Erie & Western R. R., and endeavor, if possible, to have that company agree to the recommended rules agreed upon by all the other Indianapolis lines, governing the length of time for free storage of freight, and also the hour of closing local freight houses in Indianapolis.

As instructed, your committee took the subject up with Mr. Bickell, both verbally and by letter (copy of letter attached, dated April 7), but so far without entire success, as Mr. Bickell's letter to the committee, attached, dated April 25, will indicate. Your committee exhausted their efforts to place this matter before Mr. Bickell in such a light that he would agree to the adoption of these rules. Probably the next best thing to do would be to have Mr. Bickell present at the meeting and have

the members representing the various companies convince him that the present agitation of these subjects was started in good faith, and, if their enforcement was adopted, that they would be carried out. Unless this can be done, evidently Mr. Bickell, representing the Lake Erie & Western, will not agree to the rules recommended to the Central Association on this subject.

This report, together with all the papers on the subject, is hereby respectfully referred.

Yours truly,

A. GALLOWAY,

G. W. BENDER,

Committee.

The committee explained that they exhausted their efforts in endeavoring to induce Mr. H. F. Bickell, Asst. Gen. Supt. of the Lake Erie & Western, to vote in favor of the adoption of the proposed rules, but did not succeed.

Mr. Bickell's reason for declining to vote in favor of the adoption of the rules is set forth in his letter to Mr. Bender, which the committee submitted with its report, and which is as follows:

Indianapolis, Indiana, April 25, 1900.

Mr. G. W. Bender,

Supt. Terminals Big Four,
City.

Dear Sir: I have your letter of the 24th inst., asking for reply to joint letter from Mr. Galloway and yourself in regard to closing freight house, etc., at Indianapolis.

As explained to you verbally, I personally favor all the rules proposed in these papers, but I am decidedly opposed to the practice of voting for a rule and then immediately proceed to violate it.

It is only necessary to refer you to the rule adopted by our Association requiring freight houses to be closed at 5 p. m. I find that we carried out this rule literally for one week, at the end of which time we found our neighbors disregarding it, and there was nothing left for us to do but to fall in line.

I think we should consider this matter very carefully before making another such agreement, and know that we will enforce these rules before adopting them. I am not yet convinced that we are all in that frame of mind. When I am, the Lake Erie & Western is willing to vote to put the rules into effect, or, in other words, it is simply a question of enforcement of the rules, as we consider the rules themselves all right.

Yours truly,

H. F. BICKELL,
Asst. Gen. Supt.

There was considerable discussion as to the position in which the Association stood, both as to the proposed rules and as to the position taken by the Lake Erie & Western. It was the unanimous opinion that the rules were all right, and would inure to the interests of all the lines, and at the same time not in the least interfere or discommode shippers when the rules were once established and in force.

All of the representatives of the various lines present declared that they had voted on the question in good faith, and were in earnest about supporting and enforcing the rules, if adopted, and did not like the idea of abandoning the matter on account of the failure of the Lake Erie & Western to vote in the affirmative.

Special attention was called to rule "E," viz.: That the enforcement of the proposed rules would be under the jurisdiction of the Joint Rate Inspection Bureau, and that it would be the duty of the district inspector to promptly notify this Association of any violations of the rules.

After further discussion it was finally decided, on motion, to allow the question to rest in status quo, the object being to give the Lake Erie & Western further time in which to reconsider its action, and, if possible, induce Mr. Bickell to vote in the affirmative.

Members Proposed.

On motion of Mr. Bender, Mr. C. M. Dickson, Trainmaster of the Indianapolis Belt Railway, was unanimously elected a member of the Association.

Mr. Paquette proposed the name of Mr. C. S. Millard, Engineer Maintenance of Way P. & E. Ry., for membership.

The Chair explained that under the by-laws engineers maintenance of way are not eligible to membership, and further stated that the question had been up on previous occasions; that the Association had not yet modified the Constitution so as to admit officers to membership other than those specified in Article 1 in the Constitution.

It seemed to be the desire on part of some of the members present that engineers maintenance of way should be admitted, and with that object in view, Mr. Paquette offered a motion, duly seconded by Mr. Kearney, that the Constitution of the Central Association of Railroad Officers, Indianapolis Division, be so modified as to make engineers maintenance of way eligible to membership. The Chair explained that, under the rules, this motion must go over until the next meeting.

There being no further business, the meeting adjourned.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station, .
Wednesday, May 16, 1900.

Meeting called to order at 2:30 p. m. by President Loree.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
C. C. C. & St. L. Ry.....	MR. L. B. COOKE.
T. & O. C. Ry.....	MR. T. F. WHITTELEY.
C. A. & C. Ry.....	MR. H. W. BYERS.
N. & W. Ry.....	MR. V. A. RITON.
Hocking Valley Ry.....	MR. M. S. CONNORS.
“	MR. T. R. LIMER.
“	MR. J. F. YOUSE.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Secretary: At the last meeting I was appointed a committee of one to write the Cincinnati Association to find out how their system of handling freight notices, etc., was working, and to also see Mr. Neff, of the A. D. T. Co., to ascertain whether they

would consent to a sliding scale price for the delivery of all mail matter for the railroad companies of Columbus. I have the following replies:

Cincinnati, Ohio, April 27, 1900.

Mr. J. D. Berry,
Secretary C. A. of R. R. O.,
Columbus, O.

Dear Sir: Replying to yours of April 26, would advise that the matter of handling local railroad mail and delivery of notices is now before this Division for consideration, and I will advise you how the matter finally terminates. The proposition has not yet been put in operation.

Yours very truly,
O. G. FETTER,
Secretary.

Columbus, Ohio, April 25, 1900.

Mr. J. D. Berry,
Secretary,
Columbus, O.

Dear Sir: After my conversation with you yesterday I saw General Superintendent M. S. Connors, of the Hocking Valley R. R., with reference to the sliding scale of rates for our delivery of mail matter for the several railroads. Mr. Connors' idea was the one we had decided was meant by the term "sliding scale." and the rate which seemed to be fair to Mr. Connors and his committee was for us to name a rate for the first 5,000 deliveries of two cents (\$.02) each, and for all over that amount a less rate, say for the next 2,500, 1½ cents each, and for all in excess of 7,500 deliveries, one cent each. I have decided, in order to close up the matter promptly and get the matter started, to make the following proposition to the Association.

The American District Telegraph Co. will deliver all local mail matter, including freight notices, etc., in the City of Columbus, Ohio, taking receipts for the same, and furnishing necessary blanks for carrying out the scheme, and to deliver any

size letter or package of less than half pound in weight, at the following rates: For the first 5,000, the rate to be two cents each, and for all over 5,000 during the month, the rate to be one cent each. This rate is based on the assumption that the whole number of deliveries during any one month would be charged as a whole to The Local Association of Railroads, and by them prorated among the several different lines in proportion to the total number of services performed for them by this company in this connection. In this way all railroads will share equally in the rates, whether using the service much or little.

We should be glad to start the service as soon as you can possibly get the matter properly approved.

Very respectfully,

W. G. NEFF,

Supt.

Mr. Connors: I move that the matter be referred back to the Local Agents' Association to ascertain the present expense, and, on the basis of the present expense, what the proposed expense would be, together with the recommendations of the Local Freight Agents' Association as to the adoption or rejection of the proposed plan.

Seconded by Mr. Whittelsey. Motion carried.

After considerable discussion on the matter of "switching tickets," brought up at last meeting, the following motion was offered:

Mr. Connors: I move that the matter of "switching tickets" be given further consideration by this body, and that a committee of three, consisting of two members of the Local Freight Agents' Association and one of the operating officials, a member of this Association, be appointed to visit Indianapolis, investigate the system in vogue there and the system as proposed here, and submit their recommendations to this Association at the next meeting.

Seconded by Mr. Riton. Motion carried.

Chair appointed Messrs. Bayley, Youse and Medary.

Reading of Correspondence.

Minutes of meetings of the Yardmasters' Association and the Association of Car Foremen were read and approved.

Reports of Committees.

At the last meeting a committee was appointed to report on the matter of how to handle carloads of freight, billed to Columbus, consigned to the agent and bill of lading sent to the agent with list of names and destinations for distribution. The committee was not prepared to report, and the following resolution by Mr. Connors, seconded by Mr. Riton and carried, was offered:

Resolved, That it is the sense of this Association that all carloads of freight received at this station for distribution by any consignee must be placed on an outside team track for unloading, except such cars containing full carloads of freight to be distributed to points on the line receiving the car, may be placed on the house or platform track.

New Business.

Bill of the Central Association of Railroad Officers, amount, \$33.02, was ordered paid, on motion of Mr. Byers, seconded by Mr. Limer.

On motion, duly seconded, meeting adjourned at 4:40 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, May 14, 1900.

Meeting called to order at 1:30 p. m. by President Sutherland.

The following roads were represented:

Ann Arbor R. R.	M. D. FOHEY	Trainmaster.
C. N. R. R.	W. D. STEARNS	Trainmaster.
H. V. Ry.	M. S. CONNORS	Genl. Supt.
"	T. R. LIMER	Supt. Car Ser.
L. S. & M. S. Ry	A. H. SMITH	Superintendent.
M. C. R. R.	D. S. SUTHERLAND	Superintendent.
Penna. Co.	W. H. POTTER	Superintendent.
T. & O. C. Ry.	T. F. WHITTELSEY	Gen'l Supt.
W. & L. E. Ry.	W. P. SCHAUFELE	Supt. Car Ser.

Minutes of last meeting approved as printed.

Hour for Closing Freight Houses.

The Secretary submitted correspondence from the Local Freight Agents' Association, in connection with the closing of freight houses, as follows:

Toledo, Ohio, May 3, 1900.

Freight Agent,
Toledo, Ohio.

Dear Sir: By an order from the Merchants' & Manufacturers' Association of Toledo I have been asked to confer with the freight agents of the Toledo roads, looking to an extension of time for the receiving of freight at the different houses. 5:00 p. m. comes very early in the afternoon, now that the days are growing longer, and they ask that you make the closing time 5:30 p. m. or 6 p. m. and open thirty minutes later in the morning, if necessary.

The M. & M. members feel that they can better afford to wait until 7:30 or 8 a. m. than to stop hauling at 5 p. m., all of which is respectfully submitted for your careful consideration.

Yours truly,
W. B. GEROE,
Chairman M. & M. Com. on Transportation.

The agents referred the communication to the superintendents, with the recommendation that no change be made in closing hours, claiming that it was as much to the interest of the merchants as to the railroads to continue the present closing hours, on the ground that if a later closing hour was adopted it would render necessary that trains leave Toledo later, thereby reducing the radius shipments might reach for the next day's market.

It was also contended that, inasmuch as Cleveland, Columbus, Cincinnati and other points were governed by practically same closing hours, it could not be claimed that Toledo merchants were laboring under any disadvantage in this respect.

On motion the Secretary was directed to reply to Mr. Geroe that the railroads could not see their way clear to make any change.

Storage Rules.

On motion it was decided as a violation of the agreement for a road to lease a part of its freight house, or platform, to a consignee for purpose of storing freight, with the understanding that storage rules will not apply on freight so stored.

Storage Rates.

The Secretary submitted a communication from the Local Freight Agents' Association, relative to a request from Agent Irvine, of the C. H. & D. Ry., that storage rates at Toledo be revised with a view to having them conform to those in effect at Cincinnati, with recommendation that no change be made.

On motion it was decided not to make any change in storage rates.

Mr. Connors submitted the following communication from his Freight Claim Department, and asked that members give the matter consideration, with a view to discussing and passing on same at June meeting:

Alleged Conflict of Freight Claim Department and Operating Department Rules.

Rule 11.

Road A transported and delivered Road B car containing 90 barrels molasses.

Road B discovered leakage of molasses from car when received from Road A. Road B opened car and found three barrels nearly empty and crushed; allowed them to remain in car and car was sent forward.

Molasses was still leaking from car when delivered by Road B to Road C. Trainmaster telephoned Road B freight agent report of the leakage. Road B freight agent requested Road C

trainmaster to inspect contents of car, and, if possible, to stop the leakage, and thus avoid loss of time necessary to return car from Road C to Road B.

Road C inspection showed three barrels nearly empty and crushed; also five or six barrels with staves crushed. These damaged barrels formed part of thirty barrels which were unloaded from car to platform, recoopered and reloaded from platform into same car by Road C.

At destination Road C found ten barrels broken and leaking badly, and fourteen barrels completely empty.

The distance traveled over Road C was very little longer than that traveled over Roads A and B.

The Freight Claim Departments of Roads A and B were agreeable to paying for loss of three barrels, claiming Road C should pay for remainder of the loss under the provisions of Freight Claim Association's Loss and Damage Rule No. 10, which reads: "Where a shipment of liquids arrives at a junction point in a leaky condition it shall be the duty of the delivering carrier to ascertain the exact loss and recooper the packages so that they may be delivered to the receiving carrier in good order and exact weight shown. If any subsequent loss should occur between junction point and destination the additional loss shall be borne by the carrier or carriers beyond the junction point." Also under a Freight Claim Association ruling which reads: "A carrier receiving a shipment in bad order from another carrier and failing to recooper shall assume the subsequent loss."

The Freight Claim Department of Road C insisted that the above quoted Freight Claim Association rule and ruling could not apply, as the matter had been handled by Road C under an operating department agreement, and accordingly declined to pay any portion of the claim.

It is my contention that no operating department agreement should exist which would vitiate the above-described Freight Claim Association rule and ruling (and it is my understanding that one such does not exist), as Freight Claim Association rules govern in matters pertaining to condition of contents of cars,

while operating department rules do not, as they relate solely to the condition of the cars themselves.

I wish you would present this case at a meeting of one of your Associations, with a view of ascertaining the sense of such Association in a case of the kind herein described.

Yours truly, E. J. KELLY,
Freight Claim Agent.

Car Service.

Mr. W. H. Potter, Chairman.

The Manager reported that he had heard nothing from the Penna. Co., regarding the Republic Iron & Steel Co. matter, and was directed to again take up the matter with the proper officials of the Penna. Co.

The Manager reported the question of L. E. & W. R. R. proportion of expense still unsettled, and was directed to take the matter up further with the proper officials of that company.

On motion adjourned to meet June 11, 1900.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Illinois, May 10, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: On account of no quorum probable, our meeting,
called for the 8th inst., was afterwards declared off.

Yours truly,

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, May 11, 1900.**

Meeting called to order at 11:20 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. . Not represented.
C. & A. R. R. Not represented.
C. B. & Q. R. R. . . . MR. A. T. PERKINS. . . . Supt. Term.
B. & O. S-W. R. R. . . MR. L. C. FRITCH. . . . Supt.
Ill. Central R. R. . . . Not represented.
L. E. & St. L. R. R. . . MR. W. K. MORLEY. . . . Supt. Transp.
L. & N. R. R. MR. JOHN FITZGERALD. . . Supt. Term.
Mo. Pac. Ry. Not represented.
M. K. & T. Ry. MR. A. T. PERKINS. . . . Supt. Term.
M. & O. R. R. Not represented.
C. P. & St. L. Ry. . . . MR. D. C. FREDERICK. . . Supt. Car Ser.
St. L. K. & N-W. R. R. MR. A. T. PERKINS. . . . Supt. Term.
St. L. K. C. & C. R. R. MR. F. X. ROEDERER. . . Agent.
St. L. & S. F. Ry. . . . Not represented.
St. L. Transfer Co. . . MR. A. DE FIGUERADO. . Asst. Mgr.
Term. R. R. Ass'n. . . MR. E. DUNLOP Supt.

T. St. L. & K. C. R. R. MR. L. T. WESTRICH... Supt.

T. H. & I. R. R. Not represented.

Wabash R. R. Not represented.

Wiggins Ferry Co. Not represented.

VISITORS: Mr. W. M. Prall, Mr. F. Roby.

President Perkins: The minutes of the last meeting have been sent out in the usual printed form; if any members have not received copies, there are some on the table; if no objections to any part of the minutes, they will be filed as approved.

The only unfinished business which we have this morning is the combination report of the two committees, one on unloading and loading carload freight, and the other on the question of storing less than carload freight in warehouses. You will remember at the last meeting the committee, of which Mr. Mueller, of the Missouri Pacific Ry., is chairman, made a recommendation of four rules in regard to the question of storing package freight, and those proposed rules were published in the proceedings; the action taken was to suggest that the two committees meet together and make a joint recommendation. Mr. Davidson, chairman of the committee on loading and unloading of carload freight, is not present today, but I would say that the full committee had a meeting and rounded up all the replies received from the various lines and found that some were rather unsatisfactory. The committee, therefore, decided to go around to the different freight houses and see if it could obtain further information. The committee feels that the information it has accumulated, however, shows a state of affairs very expensive to the railroad companies, and the members of the committee were very much inclined to coincide with the recommendation of Mr. Mueller's committee; but on a little further investigation they found there might be legal complications so far as package freight goes. We have referred the matter to various attorneys, and there seems to be a possibility that, under the rules of the present classifications, railroads may have to load carload

package freight if delivered on their platforms; and the committee decided to take up with the traffic departments the matter of getting a change in the classification rules.

Those traffic officers consulted say they would be glad to vote for such a change. The committee, therefore, can simply recommend that the various members take that question up with their traffic officers and see if the latter will not take some steps to get a change in the classification rule. A rule in the first part of classification states that owners will have to load and unload bulk freight; but we find on inquiry that the question of whether they should have to load and unload package freight has never been discussed at classification meetings, and that probably it has been simply an oversight. Mr. Fritch, the other member of that committee, is present, and I should like to hear from him.

Mr. Fritch: I do not think that I can add anything further to what President Perkins has said. He has outlined the progress of the committee to date. We have all been extremely busy and unable to give the matter the attention it deserves. I think that point Mr. Perkins brought up about the matter of classification is a very important one. Unless that is decided before we formulate our rules, we may formulate rules and then they will have no effect because they conflict with one of the rules of the official classification.

I think it might be effective if the members of this Division would instruct their agents that when this committee makes its tour of investigation they give them all the data which they consistently can, bearing on the subject. That would make the work of the committee easier. I will state that it is the intention of the committee to make a tour of investigation, visiting each freight station on both sides of the river, and obtain data touching on the subject which is the basis of the committee's work.

President: You have heard what the present status of the matter is. It is requested that agents be instructed to give all necessary assistance to the members of the committee when they

make the trip mentioned. If there is no objection, the committee will be granted further time to make its final report, and the various members of the Association will be requested in the meantime to take up the matter of classification rules about handling carload freight, and also to notify their agents about the matter of inspection of the practices in effect at their station, to be made by the committee.

The next subject that we have up is the question of revised list of agreements in this Division, brought up at the last meeting. Messrs. Clarke, Dunlop and Sands were appointed a committee to recommend to the Association whether the publication of such a list was advisable or not.

Mr. Dunlop: The committee has been working on the list and finds it quite a long one, and will not be able to present its report to the Association until the next meeting.

President: Are there any further remarks to be made on the report of this committee? If not, the committee will be granted further time.

That is all the business we have on our docket this morning. The Secretary has no correspondence. The meeting is now open for new business.

I should like to bring up the question of responsibility for chains on double loads handled in St. Louis. The reason I bring the subject up is this: We had two cars of long timbers come into St. Louis for delivery to I. M. & S. track. On these cars were two chains, billed to us from our connection at a valuation of \$12.00. The rule in St. Louis is that switching lines do not accept charges billed to them. These two cars were set by our road to the Wiggins Ferry Co., and by them to the I. M. & S. The Wiggins Ferry Co. admit receiving the chains and they also claim that they delivered cars with chains on them to the I. M. & S. The I. M. & S., however, claim the chains were not on the cars when they got them. As soon as the cars went to the Wiggins Ferry Co. we notified them of the chains being on the cars and asked that they see they were properly returned. They were not returned, however, and no

one seems to know what became of them. I sent bill to the Wiggins Ferry Co. for the value, and Mr. Sands writes me that he does not think his company should be held responsible, as the matter of chains on cars is not covered by the M. C. B. Rules.

I do not bring this matter up on account of a dispute in this particular case as to how the matter should be handled; but simply to get an expression of opinion as to how such cases should be handled in future. It is possible a special bill should be made for such chains. I should like to have an expression of ideas of the different members on the subject.

Mr. Dunlop: Our practice in handling chains that are used to secure timbers is to treat them as a part of the car, and insist in getting them back, or charging the line failing to return them with the valuation.

President: Mr. Sands claims his car department had nothing to do with these chains. His idea is that, as they are not recognized as parts of the car under M. C. B. Rules, the car department should not be expected to look out for them.

There is a difference of opinion as to whether chains should be considered part of the car or part of freight.

Mr. Dunlop: I firmly believe that the chain used in such business should be considered as part of the car.

President: That has been our idea.

Mr. Morley: I think the chain is part of the car as much as the drawhead, and if we did not get chains back with cars, car department should furnish a card.

Mr. Fritch: We have no difficulty in this line. I think the chain is part of the car. It seems to me there should be an understanding on the subject, however, when car is delivered.

Mr. Westrich: In the interchange of cars we never expect to leave chain on from one road to another without making special arrangements with our connections.

Mr. Morley: On roads into Kansas City there is a bill of \$5 goes along with car to cover chain.

President: We sent no bill *with* the chains. We simply

notified, either by letter or wire, I do not now remember which, that chains were on the cars, and asked that they be returned us.

Mr. Roederer: Have you conferred with Mr. Waughop?

President: His records show chains were on the cars on the Wiggins Ferry Co. He has no rules, I undersand, to cover such a case. I would like to recommend that this Association refer the matter to the Joint Car Association, with request that they advise us what their understanding on this matter is, and if we find there is no definite understanding we can take it up at next meeting. If there is no objection, the Secretary will take the matter up with that association, as outlined in the remarks.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., May 9, 1900.

The meeting was called to order by President Rider at 2:15 p. m.

The representation was as follows:

A. T. & S. F. Ry (Not represented.)
C. & A. Ry. (Not represented.)
C. G. W. Ry. (Not represented.)
C. M. & St. P. Ry. MR. E. D. WRIGHT . . . Supt.
C. R. I. P. Ry. MR. J. R. BLAIR Supt. Ter.
H. & St. J. R. R. MR. E. G. FISH Supt. Ter.
K. C. Belt Ry. MR. D. W. RIDER Supt.
K. C. F. S. & M. R. R. . . MR. H. S. MITCHELL . . Supt.
 " " . . . MR. R. V. MILLER . . . Trainmaster.
 " " . . . MR. E. F. EDGECOMB . . Agent.
K. C. N. W. R. R. MR. R. P. ISITT Agent.
K. C. South. Ry MR. F. B. PARKER Supt. Ter.
K. C. St. J. & C. B. R. R. . MR. E. G. FISH Supt. Ter.
K. C. Sub. Belt R. R. . . MR. F. B. PARKER Supt. Ter.
M. K. & T. Ry (Not represented.)
Mo. Pac. Ry. MR. C. E. CARSON Supt. Ter.
St. L. & S. F. R. R. . . . (Not represented.)

Union Depot Co (Not represented.)
Union Pacific R. R. MR. A. T. PALMER Asst. Supt.
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
" MR. U. B. DARNALL Agent.

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: As the minutes of the last meeting have been printed and distributed, if no objection, they will stand approved.

Unfinished Business.

Secretary: Nothing.

Correspondence.

Secretary: I have no correspondence.

Reports of Committees.

President: The Grain Door Committee is not here today, so their report will have to go over.

New Business.

Amendment to Rule 19.

Mr. Mitchell: Our car service agent has called my attention to the reading of Rule 19 of our printed rules. While he thinks he understands the way we intend it to be construed, he thinks it is liable to misconstruction. Rule 19 reads: "That hereafter the railroads of this Association, in accepting cars from other roads of this Association to be switched, shall not send them out of the city without permission of the delivering road,

except when home delivery is made of such cars, or when cars are loaded with a commodity which is classed by this Association as non-transferable."

The part of the rule which he thinks liable to misconstruction is that which reads, "except when home delivery is made of such cars." He cites as an example: Our line brings a number of Illinois Central cars to Kansas City for loading. They are given to us empty at Memphis to be brought here for loading; instead of hauling them through empty, we load them with lumber or some other commodity for Kansas City proper, and on arrival it is necessary to deliver the cars to a connecting line, say the Missouri Pacific, for unloading at an industry on their tracks. After the cars are unloaded the Missouri Pacific finds they have loading for the cars to New Orleans, and Mr. Ashley thinks they might construe this rule as giving them the right to load the cars for New Orleans via St. Louis, delivering them to the Illinois Central at that point. I do not believe that is the intention of the rule. I move that Rule 19 be amended by striking out the words "when home delivery is made of such cars, or." This will make the rule more clear without changing the intention, as, when "home delivery" is made at Kansas City, the car is not sent out of the city.

After some little discussion the motion was seconded by Mr. Carson and carried.

Transferring Flour in Jute Sacks.

Mr. Mitchell: In connection with this matter our car service agent also brought up the case of several of our cars getting many miles away from home by reason of being loaded with a commodity that under Rule 32 is termed non-transferable. The commodity was export flour in jute sacks, and I am told by our car service agent that flour in jute sacks is transferable, and it is in order that the flour may be handled without damage that it is put in jute sacks, and that all flour for export is in jute sacks. He suggests that flour in jute sacks should be excepted

from the list of non-transferable commodities. Before offering a resolution I should like to hear some discussion.

Mr. Palmer: All the shippers of flour on our line object very positively to having it transferred in any shape. We have to promise that it won't be transferred before they will give it to us.

Mr. Edgecomb: My idea is, that there ought to be an exception made on flour in jute sacks. None of the exporters object to its being transferred.

Mr. Isitt: I think the jute sack is provided more on account of the steamships than the railroads, and to keep the original inner sack clean.

Mr. Mitchell: For that very reason, because it has to be handled on the steamships, it is put up in that shape, and if it can be handled on the steamships, it can be transferred by the railroads.

Mr. Isitt: That is true; but they don't care to have it handled any more than necessary.

Mr. Mitchell: I move that Rule 32, list of non-transferable commodities, be amended to except export flour in jute sacks.

Mr. Darnall: I second it.

Mr. Carson: I will offer an amendment that the matter be laid over until the next meeting and the Secretary instructed to refer the question to the Local Freight Agents' Association for their recommendation.

Seconded and carried.

Discussion.

Assessing Switching Charges on Tonnage Basis.

President: We have for discussion today the question of assessing switching charges on a tonnage instead of car basis. I presume all are prepared to discuss this question.

Mr. Fish: The question of a change in the basis of charge for switching cars is, I think, one worthy of careful consideration. When we had cars of practically one size, the rate per car was no doubt fair and right, but the capacity of cars has

greatly increased, until we have cars of a great many different capacities. I think something should be done towards a proper and equitable adjustment of switching rates on a tonnage basis.

We are handling the large eighty thousand capacity cars at the same rate as cars of smaller capacity, and I believe, as a business proposition, that this is unfair. As long as this continues we will be hauling large cars empty to fill orders where smaller cars right on the ground might be applied.

There are many reasons, I think, why a change in the basis of charge for switching service is desirable, and I would be very glad to hear a full discussion on the subject.

Mr. Mitchell: I have not given this matter very much consideration, but, in my opinion, if such a change is made, one of two things will happen: It will effect an increase in the rate of switching, or it will effect a decrease. If you take the two-dollar rate and apply a tonnage rate that would produce two dollars per car for a large car, it would effect a reduction in the rate for smaller cars, which would, of course, not suit the switching roads. If, on the other hand, you apply a tonnage rate that would produce the present average switching charge on small capacity cars, it would have the effect of increasing the rate on the larger capacity cars, which might prove a burden on the industries that require considerable switching done.

I agree with Mr. Fish that it is not fair to switch large loads at the same rate as small ones, and I do know that shippers of coal and other commodities, who have a contract to fill on a switching road at Kansas City, invariably want large capacity cars, so as to make the charge for switching as light as possible; and no doubt, as Mr. Fish says, we have to haul large capacity cars to fill orders that could be filled with smaller capacity cars, if it was not for the consideration that the switching charge at destination will be the same on a large car as on a small car.

Aside from the position of the business public, I can see no reason why the basis of charge for switching should not be changed, and it would certainly be fair.

Mr. Wright: As a general proposition, I think the switch-

ing road ought to get more for handling a heavy load than a light one, the same as the transportation roads. I don't know just what would be a fair basis. It certainly costs more to handle an eighty thousand capacity car than it does a thirty thousand, and the roads ought to get more for it. I would be in favor of making a change of that kind.

Mr. Fish: I would not be in favor of reducing the present rate per car in any instance. If it is worth three dollars, and we get that much, for switching a thirty thousand capacity car, it seems to me that it is worth twice that amount to switch a sixty or eighty thousand capacity car. My idea would be that the rate on an eighty thousand capacity car should be double the rate on a forty thousand capacity car, otherwise there would be very little advantage, as shippers would want the larger capacity car to the detriment of the smaller.

Mr. Parker: I believe the time is coming soon when an adjustment will have to be made in switching rates. There is some hesitancy on the part of all officials of switching roads to make any changes on account of the position of shippers, because when you disturb rates you have them all on top of you. But the basis of switching rates was made years ago when the maximum capacity of cars was thirty thousand pounds. Ever since then they have been doubling up, until now we have one hundred thousand capacity cars. It costs us for fuel, wear and tear, and so forth, you might say, twice as much as for a thirty thousand capacity car, provided the load is equal to the capacity of the car. I believe, as Mr. Fish says, that we should start the change on the basis of not reducing the rate per car on any car. Let us start with the thirty thousand capacity car, which is about the smallest there is now, and make that three dollars, and have the rate increase in proportion to the load. I can't agree with Mr. Fish that we ought to switch cars according to the capacity, because it may be necessary sometimes for an eighty thousand capacity car to have only thirty or forty thousand pounds. I believe, when it comes to the change, that we will have to make the charge on a tonnage basis. That is the

only fair way, and shippers will not object to that system. They will know that they have to pay so many cents per ton, and each shipper will stand on the same footing in regard to their business. Now, one shipper may be on a line that has large capacity cars, and they may get twice as much in one car coming to his track as a shipper on another line which has small cars, and the other man has the advantage. Sooner or later we must have this change.

President: The railroad business is getting to be a commercial business. The freight and passenger departments are, as every transportation man knows, working on a commercial basis at this time. It is not a question of what the rate ought to be; it is a question of how much they have to pay for the business, and they haven't any fixed basis upon which to work, except the tariff sheet, to which some attention is paid.

The more I think of the terminal question, the more out of patience I get with a railroad man who talks of what the public says about switching rates. The most expensive part of a railroad is the terminals in these large cities. Did you ever hear of the dear public stopping to consider, when they speak about the rise in prices, what effect that has upon the railroads? Were the railroads consulted when the price of steel rails was raised? Now a railroad man gets up and says we can't raise the prices for switching because the public won't be satisfied.

There is another question which is coming to Kansas City before long, and that is the question of eight hours' work for a laboring man. It is going to affect the railroads just as much as it affects anything else. Railroad men are going to want an eight-hour day because it is a good thing. I believe it is a good thing myself, and that we will get about as much work out of a man in eight hours as we do now in ten; but that will, in a measure, at the start increase our expenses, until our charges are changed to correspond with the hours of work. We have got to have higher rates to increase our earnings from terminals. Taxes are increasing every year, and with the heavy cars we are now handling, all our bridges, culverts and side

tracks have got to be made stronger and kept in better condition than ever before. There is nobody feels these expenses like a terminal man, when his superior officers come to him and want to know why the expenses are so much heavier this year than they were last.

The railroad business is a commercial business, with this exception: that our rates are controlled by the state boards and the public to a large extent, and I think it is time we got together and put our rates up to where they ought to be, and keep them there. We have got to get terminal charges higher at Kansas City and everywhere else in order to stand this drainage on the revenues, and I don't think any railroad man should get up and say the public ought to be consulted when we want to adjust the rates. Our present rates have been in effect for twenty or thirty years, during which the price of everything else has gone up. I think our switching rates ought to be increased, and I believe that before this thing is through with they will be increased on a fair tonnage basis.

In England twenty-five cents per ton is taken out of the rate as a terminal charge. If we had twenty-five cents per ton for a terminal charge in Kansas City, we could build up very fine terminals, but our tonnage rate now is about seven cents. There isn't a man in Kansas City who has a team of horses and a wagon that doesn't make more money for every ton he hauls than the railroads are making today. There isn't a ton of coal hauled that we don't have to pay forty or fifty cents, and if you live far out, the teamsters' union says you must pay a dollar a ton. Why couldn't the railroads have a little union of their own and get fair rates? I don't mean to suggest an advance beyond what is right, but there is certainly injustice in the present rates. We should have fifteen to twenty-five cents per ton for terminal charge to meet the expenses we are expected to cover at terminals.

Mr. Mitchell: There is quite a difference between saying that the public ought to be consulted and the public will have to be consulted. The President has stated that the only differ-

ence between the railroad business and commercial business is that the railroad commissioners have something to say about rates. That is quite a difference.

Mr. Fish: I think Mr. Parker, and perhaps some of the others, misunderstood my remarks. I did not mean that I favored assessing switching on the capacity of the car, but I simply compared an eighty thousand with a forty thousand capacity car, considering that both would be loaded to full capacity. I think the tonnage basis is the proper one, with a minimum charge per car.

President: I think the minimum charge should be \$3 per car, instead of \$2. I don't believe there is a railroad in Kansas City making any money switching cars on a \$2 rate.

Mr. Fish: I don't believe the minimum should be less than the present carload rate.

Mr. Mitchell: I think the revenue should be arrived at strictly on a tonnage basis. Suppose that the tonnage basis agreed upon would produce the same rate per car, say, for a forty thousand capacity car, that we are now getting. We could say to the public, we are giving you the same rate that you have been getting on the cars which were in use at the time that rate was established. By making the charge on that basis the railroad companies would be sacrificing very little, because all the new cars that are being built are above forty thousand capacity.

Mr. Carson: I have always been in favor of a switching charge on a tonnage basis, and believe it is the only equitable method of getting compensation for terminal work. I heartily agree with most of the remarks I have heard on this subject today. As has already been said, the existing rates were put into effect a good many years ago when cars were very small, twenty-eight or thirty thousand capacity, and they have steadily increased. It is sometimes said that it doesn't make much difference in switching at industries on a terminal whether a car is thirty or eighty thousand capacity, as an engine can only handle from one to eight or ten cars, and can handle ten big cars about

as easy as ten small ones; but in the course of a day it does make a great difference in fuel and wear and tear on track, switches and frogs, and various other ways. There is just as much propriety in charging on a tonnage basis for switching at terminals as there is in charging on a tonnage basis in hauling freight on the road.

I don't know just how the change would affect our road at Kansas City, whether the freight we would deliver to connecting lines on which we would have to absorb switching would make the balance against us or not; I have not gone into it that far, but regardless of that, I maintain that the tonnage basis is the only proper one, and I am in favor of it.

Mr. Palmer: I think the matter should be readjusted on a tonnage basis, but I do not think any movement should be made for less than \$3 per car.

Mr. Blair: I would not be prepared to vote on this question, but I will say that in ten years the Rock Island road has only handled two eighty thousand and one seventy thousand capacity cars. While the eighty thousand capacity car is taken as an argument in favor of raising the switching charge, there are really very few of them.

Mr. Darnall: It is not a fact that the switching rate is the same as it was twenty years ago. I remember when there was no switching rate higher than \$2 per car. Now we have them ranging from \$2 to \$7. This shows that the rates have been advanced to meet new conditions, just as you are proposing to apply the tonnage basis to meet other conditions.

It was decided to carry this question over to the next meeting for further discussion.

Checking Carload Freight.

Mr. Darnall: I wish to advise the Association that I have received a letter from our auditor, asking about the checking of carload freight on the Belt Line, and stating that he had written the general freight agent, who advised that he had heard nothing

about it. Mr. Howard, our auditor, instructed me to be governed accordingly. Since that time I have been sending check clerks to the Belt Line.

President: Under the resolution each line has the right to take independent action if they want to.

There being no further business, the meeting adjourned.
Date of next regular meeting, June 13.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, May 14, 1900.

The meeting was called to order at 2:15 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.	MR. L. C. FRITCH.
C. & O. Ry.	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.	MR. B. O'BANNON.
I. C. R. R.	MR. W. J. HARAHAN.
L. & N. R. R.	MR. D. BRECK.
"	MR. J. G. CLIFFORD.
L. H. & St. L. Ry.	MR. RIDGELY CAYCE.
L. E. & St. L. R. R.	Not represented.
P. C. C. & St. L. Ry.	Not represented.
Southern Ry.	MR. H. B. SPENCER.
"	MR. R. M. BOLDRIDGE.
Kentucky and Indiana Bridge & Terminal Co.	MR. B. S. JOSSELYN.

The reading of the minutes of the previous meeting was dispensed with.

On motion of Mr. Harrahan, Mr. D. Breck, Superintendent L. & N. R. R., was elected a member of this Association.

Under the head of new business the Secretary read the following letters in regard to the subject of G. R. & I. equipment, discussed at the last meeting:

Louisville, Ky., May 7, 1900.

Mr. J. C. Loomis,

Secretary C. A. of R. R. O.

Dear Sir: Referring to the letter of Mr. P. Leeds, Superintendent of Machinery, addressed to Mr. O. G. Fetter, copy of which appears in the minutes of the meeting of the Louisville Division of the Central Association Wednesday, April 11, I have to advise that at its meeting on April 25, 1900, the American Railway Association passed the following resolution:

"Resolved, That after June 1, 1900, no car not equipped with automatic couplers, whether belonging to a railway company or to private owners, shall be loaded except in the direction of home; and from that date all such cars shall be returned so as to reach their owners before August 1, 1900."

I presume this will settle the matter under controversy.

Very truly yours,

(Signed) BUSHROD W. TAYLOR,
Superintendent.

Lafayette, Ind., May 9, 1900.

Mr. J. C. Loomis,

Sec'y and Treas. C. A. of R. R. O.,
Louisville, Ky.

Dear Sir: I am in receipt of your notice of May 7, stating that regular monthly meeting will be held May 14. I do not expect to be present.

I note reference to G. R. & I. equipment, as per Mr. Leeds' letter discussed at last meeting. The same matter was referred to our Indianapolis meeting and taken up for discussion. A member of Indianapolis Association present was able to explain that the uncoupling device for the cars referred to is located

underneath the sill, and was evidently overlooked by Mr. Leeds. I requested Secretary G. B. Staats to send me a note to that effect, which I attach for the benefit of your Association.

Yours truly,

(Signed) L. H. PARKER,
Superintendent.

Indianapolis, Ind., May 7, 1900.

Mr. L. H. Parker,
Superintendent.

Dear Sir: Replying to your letter of April 14, in regard to letter of Mr. P. Leeds, Superintendent Motive Power L. & N. R. R., relative to G. R. & I. cars equipped with M. C. B. couplers without operating rod, you are correct in your understanding concerning this matter.

The subject was brought before the April meeting of the Indianapolis Division, Central Association of Railroad Officers, and fully explained, viz.: that the uncoupling device is located underneath the sill, and was evidently overlooked by Mr. Leeds.

Please excuse delay in making more prompt reply.

Yours truly,

(Signed) G. B. STAATS,
Secretary.

In view of the action of the American Railway Association, and the fact that the matter is one entirely regulated by M. C. B. Rules, no action was taken by this Association.

The Secretary read the following communication from Mr. C. O. Kroener, Secretary of the Local Freight Agents' Association of Louisville, Ky.

May 11, 1900.

Mr. J. C. Loomis, Esq.,
Secretary C. A. of R. R. O.,
City.

Dear Sir: At a meeting of this Association, held April 25, the following motion prevailed:



CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JUNE.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
F. L. TOMPKINS.....1st Vice-Prest.
G. W. BENDER.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSKY.
M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

DIVISIONS.

W. H. BRIMSON.....	President.....	Cincinnati Division.
A. A. ZION.....	"	Indianapolis "
W. C. LOREE.....	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.	"	St. Louis "
D. W. RIDER.	"	Kansas City "
M. L. AKERS.....	"	Louisville "
H. F. HOUGHTON.....	Vice-President.....	Cincinnati Division.
C. A. PAQUETTE.....	"	Indianapolis "
T. J. ENGLISH.....	"	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
B. McKEEN.....	"	Peoria "
EDWARD DUNLOP.....	"	St. Louis "
A. O'HARA.....	"	Kansas City "
C. J. KLEIN.....	"	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
O. G. FETTER.....	Treasurer	Cincinnati Division.
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held in Room 71, Carew Building, Cincinnati, Ohio,
Tuesday, June 12, 1900.

The meeting was called to order at 11:05 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
“	MR. C. C. RILEY.....	Supt. C. S.
C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON....	Supt.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	MR. G. W. HEPBURN	A. M. M.
C. N. O. & T. P. Ry...	MR. J. P. MCCUEN	Supt. M. P.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“	MR. WM. ADAIR.....	D. M. M.

President: As the minutes of the last meeting have been printed, they will stand approved unless there are objections.

Improper Loading of Foreign Cars in Homeward Direction.

Mr. Lewis: Mr. President, the purpose of that committee, I think, has been accomplished. I can say, individually, not as chairman of the committee, that there have been no com-

plaints, and as the car supply is now plentiful, I would suggest that the committee be discharged. It is unable to obtain unanimous action, but the purpose has practically been accomplished.

President: Unless there are objections the committee will be discharged.

Handling of Local Railroad Mail and Delivery of Notices.

After full discussion, it was moved by Mr. Arnold "that the subject be laid on the table until the next regular meeting."

Seconded and carried.

M. C. B. Couplers without Uncoupling Levers.

Secretary: This matter is brought up again in order to present Mr. Leeds' letter of May 29:

Louisville, Ky., May 29, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: Yours of the 28th referring to mine of the 25th, relative to G. R. & I. cars not equipped with uncoupling rods. While this has to a great extent become a personal matter, from the fact that the management of the Penna. Co. has requested that this be submitted to me, at the same time I do not consider it the correct thing to submit it direct to Mr. Potter, inasmuch as he submitted it through the Association, as the only thing I care about is to set myself straight before our Association, and, so far as that is concerned, with the other Associations in the country that it has gone through their hands.

Yours truly,

(Signed) P. LEEDS,
S. M.

Secretary: This is a reply to a letter from Mr. Potter of the Toledo Association. Mr. Potter's letter reads:

Toledo, Ohio, May 22, 1900.

Mr. Wm. Grogan,
Secretary Toledo Division,
Central Assn. of R. R. Officers,
Toledo, Ohio.

Dear Sir: In connection with former correspondence relative to report made the Association that G. R. & I. flat cars were equipped with couplers without any operating rod, I herewith enclose some additional correspondence on this subject, together with blue print showing manner in which couplers of such cars are provided with operating levers.

You will note by letter from our general superintendent of motive power attached that there are no G. R. & I. flat cars equipped with couplers which do not have a lever for operating the same.

Will you kindly arrange to have this information communicated to Mr. Leeds through Association channels?

Yours truly,

(Signed) W. H. POTTER,
Supt.

President: I believe at the last meeting when this was brought up it was laid on the table.

Mr. Lewis: I move that the communication be received and filed.

Seconded and carried.

Making Arrangements for Attending the Annual Meeting.

Secretary: I have a letter from Mr. Riley under date of June 1, which reads:

Cincinnati, O., June 1, 1900.

Mr. O. G. Fetter,
Secretary Central Association,
Cincinnati, Ohio.

Dear Sir: I beg to tender through you to the members of Cincinnati Division of the Central Association of Railroad

Officers the courtesy of the B. & O. S-W. R. R. during the annual meeting at Louisville in July.

We will be pleased to handle the members and their families to and from Louisville and make any arrangements that may be desired. We have four daily trains each way between Cincinnati and Louisville, on any of which additional equipment will be handled if necessary for the accommodation of the Association.

Yours truly,

(Signed) C. C. RILEY,
Supt. C. S.

Mr. Lewis: Mr. President, I move that Mr. Riley's letter be received and the thanks of this Association extended him, and that Mr. Riley and the Secretary constitute a committee to make the arrangements for attending the annual meeting.

Seconded and carried.

Selection of a Member to Cast the Vote of the Association at the Annual Meeting.

Mr. Lewis: I move that the President of this Association, and in his absence, the Vice-President, cast the vote of this Association at the annual meeting at Louisville.

Seconded and carried.

Furnishing Help for Loading and Unloading, and Warehouse Facilities for Freight Taking Carload Rates.

Attention was called to rules under consideration by the St. Louis Division at a meeting of April 13, 1900 (page 274, Proceedings), relative to storing less than carload freight in warehouses, in which reference is made to rules adopted by the Columbus Division November 15, 1899 (page 757, Proceedings). After some discussion it was moved and carried "that Clauses B and D (as submitted below) be submitted to the members of this Association for adoption by letter ballot." Clauses B and D read as follows:

- (B) Railroads will not furnish help, either for loading or unloading freight taking carload rates.
- (D) Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

Adjournment Until September.

Mr. Lewis: I move that when we do adjourn we adjourn until the September meeting, with the understanding that we may call a special meeting at any time if the matter is of sufficient importance to justify it.

Seconded and carried.

On motion the meeting adjourned at 11:45 a. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, June 4, 1900.

Meeting called to order by President A. A. Zion.

The following lines were represented:

P. C. C. & St. L. Ry.	E. F. KEARNEY	Trainmaster.
I. & V. R. R.	E. F. KEARNEY	Trainmaster.
C. C. C. & St. L. Ry.	G. W. BENDER	Superintendent.
I. D. & W. R. R.	G. H. GRAVES	Superintendent.
L. E. & W. Ry.	M. P. DENISTON	Trainmaster.
C. I. & L. Ry.	A. J. O'REILLY	Genl. Agt.
I. U. Ry.	A. A. ZION	Superintendent.

The minutes of the last meeting were approved.

Unfinished Business.

Proposed rules for governing time for holding freight in warehouses, unloading freight, uniform time for closing freight houses, etc.

The Secretary reported that the L. E. & W. Ry. had cast its vote in favor of the adoption of the five rules submitted by the Secretary of the Local Freight Agents' Association, as printed in the May minutes. (See pp. 312 and 313.)

As this made the letter ballot unanimous, the following motion, offered by Mr. O'Reilly, seconded by Mr. Bender, was adopted:

"That all papers be returned to Mr. J. B. Eckman, Secretary of the Local Freight Agents' Association, stating the result of our action and instructing at the same time to give notice in three or four of the leading Indianapolis daily papers, such notice to appear at least in two or three issues.

"A circular should also be issued from his office to all the wholesale men and other shippers, and at the same time notices should be posted in each of the freight houses, stating that, commencing July 1, 1900, the five rules in question would go into effect."

The following letter was read in regard to matter of making a specific charge for use of cars in addition to regular switching charge:

Indianapolis, Indiana, May 30, 1900.

G. B. Staats,

Secretary Ind. Div. Railroad Officers,
Union Station, Indianapolis.

Dear Sir: Referring to your favor of the 29th, the per diem question was referred back to the committee, and, I believe, will come up at the October meeting next. In the meantime I think it should be laid on the table until action is taken by the American Railway Association.

Yours truly,

J. R. CAVANAGH,
Chairman.

On motion it was decided to carry the question over until after the October meeting of the American Railway Association.

Officers Eligible for Membership.

In connection with the action taken at the May meeting the Secretary called attention to the October, 1896, proceedings of this Division, pp. 630 to 635, inclusive, at which time it was decided that Engineers Maintenance of Way should be admitted to membership.

Mr. Bender reported favorable progress on his paper to be

read at the Louisville annual meeting, stating that he would have it completed and ready to forward to Secretary O. G. Fetter by June 15.

Communications Received.

Car Foremen and Inspectors' Association.

The following is taken from the minutes of the meeting held May 16:

"Secretary: I have the following subjects for discussion which came to me unsigned: First, Is the delivering line responsible for lamps or tools missing from the interior of passenger equipment offered in interchange, regardless of whether the car could be inspected on the inside or not? Second, In replacing a missing brakewheel on a foreign car (owner's defect) when the brake shaft and attachments are intact, can bill be rendered for labor and material, or for labor only? Third, You remove one pair of wheels from foreign freight car on account of chip on throat of flange, chip extending one-eighth inch past center of flange, and find one wheel worn through chill—how would you make bill against car?

"Mr. Harris: Mr. President, regarding the first subject, if there is no back record that the car couldn't be inspected on account of it being loaded, making it impossible to enter the car, I should think that the parties delivering the car would be responsible for what was inside the car, but if the car is empty, it is the duty of the delivering road to inspect the car. This question really alludes to baggage and express cars when they are loaded with theatrical scenery. I think it would be the duty of the inspector to take a book record that the car was loaded, otherwise the company would be responsible for the equipments on the inside.

"The Chair: The next subject is in regard to replacing a missing brakewheel. If I should have a car come to me under these circumstances, I would certainly bill for a wheel, because

it is missing material. You would simply be out the cost of the material for the wheel.

"Mr. Harris: Section 28 of the M. C. B. Rules covers that question. I certainly would not hesitate in making a bill, also for the labor of replacing.

"The third subject was again read by the Chair.

"Mr. Harris: I think it would be proper to charge one wheel for worn-out wheel and the other for the chipped flange. It would be a defect sufficient to charge the owner for replacing.

"The Chair: The gentleman who presents this subject states: 'I would make charges against them for one second-hand wheel and give them scrap credit for wheel worn through chill.'

"Mr. Harris: A chipped wheel is an owner's defect, unless caused by derailment.

"The Secretary read Section 14 of Rule 3, stating that the delivering company is responsible for a chipped wheel.

"Mr. Harris: We have an arbitration ruling on that subject.

"Mr. Wiley: Section 12-A, Rule 3, says: If the chip is on the outside of the flange, the owner is responsible.

"The Chair: Gentlemen, I will say that we will carry this subject of wheels over to our next meeting until we get Mr. Harris' information as to the number of this arbitration decision, which we will ask him to be kind enough to give to our Secretary, so that he can bring it to our next meeting.

"Mr. Harris: I would like to have a matter referred by this Association to Mr. Cloud, and ask him what his ruling would be on the same. The circumstances are: We make repairs on a car and charge for the repairs, and the car leaves our lines and is gone for six or eight months, when our bill is returned to us and a joint evidence card, showing that certain parts of the car were wrong repairs. I am of the opinion that there should be a limit put on the time, say 30, 60 or 90 days. I move that it is the sense of this meeting that you can charge for the break

wheel and material and labor of applying the brake wheel when it is missing.

"Seconded and carried.

"Mr. Harris: I move that it is the sense of this meeting that the receiving road is not responsible for missing material when a car is locked up and it can not be inspected on the inside, such as lamps, stools, ladders and other equipment that is in the car.

"Seconded and carried."

New Members.

The following-named persons were unanimously elected members of this Division:

Mr. C. S. Millard, Engineer Maintenance of Way, P. & E. R. R.; Mr. H. Baldwin, Engineer Maintenance of Way, C. C. & St. L. Ry. (Chicago Division).

Meeting adjourned.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, June 13, 1900.

Meeting called to order at 2:30 p. m. by Second Vice-President Riton.

The following lines were represented:

N. & W. Ry.	MR. V. A. RITON.
C. A. & C. Ry.	MR. W. H. BYERS.
O. & L. K. Ry.	MR. J. S. GILLESPIE.
B. & O. R. R.	MR. T. J. ENGLISH.
C. C. C. & St. L. Ry.	MR. W. G. BAYLEY.
P. C. C. & St. L. Ry.	MR. G. L. PECK.
Hocking Valley Ry.	MR. M. S. CONNORS.
“	MR. T. R. LIMER.

VISITORS: Mr. L. B. Cooke, Agent C. C. C. & St. L. Ry.;
Mr. W. W. Medary, Agent P. C. C. & St. L. Ry.; Mr. J. F.
Youse, Agent Hocking Valley Ry.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Secretary read letters from the different agents on the adoption of the American District Telegraph Co.'s proposition to handle freight notices, etc. This matter was referred back to the Local Agents' Association at last meeting, with request that

they give some idea as to what the expense would be. As but few of the agents gave a comparative statement of the cost of the present plan, as against the proposed plan, the following motion was offered by Mr. Connors:

I move that the matter be returned to the Local Freight Agents' Association for the estimated cost on the basis suggested at the last meeting, actual cost of the present system and approximate cost of the proposed system, and let the record for the actual cost be for the last fifteen days in June as against the first fifteen days in July, report to be made to this Association at next meeting.

Seconded by Mr. Bayley. Motion carried.

Mr. Connors: I move that the Secretary take up with the local agents the question of employing their own messengers, the same as is done in Toledo, and see if it is possible to get the same result as under the proposed plan, the companies to join in the expense as outlined in this general plan, so as to have control of the boys themselves.

Seconded by Mr. Byers. Motion carried.

Reading of Correspondence.

Secretary: The yardmasters ask whether or not the expense for printing the following invitation and schedule for their trip over the Columbus terminals will be borne by the Central Association of Railroad Officers:

Columbus, Ohio, June 4, 1900.

Dear Sir: You are cordially invited to accompany the Second Terminal Yardmasters' Inspection Tour, which will leave Union Station June 27, 1900, on the following schedule:

Leave Union Station	8.30 A.M., via Big Four Ry.
Arrive T. & O. C. Junction	8.40 A.M.
Arrive Broad St. Station	8.50 A.M., via T. & O. C. Ry.
Leave Broad St. Station	9.00 A.M., via H. V. Ry.
Arrive H. V. North Yard & P. H. Yard "D"	9.15 A.M., via H. V. Ry.
Leave H. V. North Yard & P. H. Yard "D"	9.20 A.M., via H. V. Ry.

Arrive H. V. South Yard 9.25 A.M., via H. V. Ry.
Leave H. V. South Yard 10.00 A.M., via H. V. Ry.
Arrive South Columbus 10.05 A.M., via H. V. Ry.
Leave South Columbus 10.35 A.M., via H. V. Ry.
Arrive Valley Crossing 10.40 A.M., via H. V. Ry.
Leave Valley Crossing 10.50 A.M., via N. & W. Ry.
Arrive Joyce Avenue 11.05 A.M., via N. & W. Ry.
Leave Joyce Avenue 11.10 A.M.
Arrive C. S. & H. Shops 11.20 A.M., via C. S. & H. Ry.
Leave C. S. & H. Shops 11.30 A.M.
Arrive St. Clair Avenue 11.45 A.M., via N. & W. Ry.
Leave St. Clair Avenue 11.50 A.M.
Arrive Union Station 12.00 NOON, via C. A. & C. Ry.
30 minutes for lunch.
Leave Union Station 12.30 P.M.
Arrive Pan Handle Yard "A" 12.40 P.M., via P. H. Ry.
Leave Pan Handle Yard "A" 1.30 P.M., via B. & O. Ry.
Arrive B. & O. Yard 1.35 P.M.
Leave B. & O. Yard 1.45 P.M., via Big Four Ry.
Arrive North Broadway 3.30 P.M.
Leave North Broadway 4.00 P.M., via Big Four Ry.
Arrive Union Station 4.20 P.M.

Approved:

J. HENRY,
President.

R. H. WILD, Chairman.
J. W. CAMPBELL,
S. A. STACK,
W. F. ELROD,
Committee.

Mr. Connors: I move that the schedule be printed and the expense be taken care of by this Association.

Seconded by Mr. Bayley. Motion carried.

Reports of Committees.

Your committee on Switching Tickets visited Indianapolis in accordance with your request, and have made a thorough investigation of the system in effect in that city, which we find to be a most excellent one, and, we believe, a complete check on switching.

We further find that the plan which had previously been

presented for your consideration embraces the good features without entailing the additional clerical labor in the yard that the Indianapolis system requires.

We therefore would unanimously recommend the adoption of the system as previously presented, with the proviso that the delivering line should provide for and pay the switching charge direct to the line performing the switching service.

(Signed) W. G. BAYLEY,
J. F. YOUSE,
W. W. MEDARY,
Committee.

Mr. Limer: I move that the report of the committee be received.

Seconded by Mr. Byers. Motion carried.

Mr. Peck: I move that this matter be referred back to the Local Agents' Association for them to formulate and submit to this Association the plan under which this arrangement will be carried out, and furnish the necessary forms.

Seconded by M. Bayley. Motion carried.

New Business.

Mr. Connors: I move that the Secretary take up with the Secretary of the Central Association the question of securing from the various railroads within the Central Association a list of the excess load that such roads will accept on cars of various capacities over and above the marked capacity of the car, with a view to consolidating that information and preparing a blank to be printed for distribution among the roads in interest.

Seconded by Mr. Peck. Motion carried.

Bill of the Central Association of Railroad Officers, amounting to \$11.71, was ordered paid on motion of Mr. Limer, seconded by Mr. Connors.

On motion, duly seconded, meeting adjourned at 4:30 p. m.

V. A. RITON,
Second Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, June 18, 1900.

Meeting called to order at 2:00 p. m. by President Sutherland.

The following roads were represented:

Ann Arbor R. R.	MR. W. F. BRADLEY	Superintendent.
C. H. & D. Ry	MR. S. B. FLOETER	Superintendent.
C. N. R. R.	MR. W. D. STEARNS	Trainmaster.
H. V. Ry.	MR. M. S. CONNORS	Genl. Supt.
L. S. & M. S. Ry	MR. A. H. SMITH	Superintendent.
M. C. R. R.	MR. D. S. SUTHERLAND	Superintendent.
Penna. Co.	MR. W. H. POTTER	Superintendent.
T. & O. C. Ry	MR. T. F. WHITTELEY	Gen'l Supt.

Minutes of last meeting approved as printed.

Meeting of Transportation and Traffic Officials.

The Secretary read a request from Mr. Turner, General Superintendent C. H. & D. Ry., for a joint meeting of the officials of the transportation and traffic departments, with a view to revising the schedule of storage rates at Toledo to conform to those in effect at other points.

On motion the Secretary was instructed to arrange for a joint meeting, as requested, on Monday, August 13, 1900.

Annual Meeting.

The Secretary read a communication from the General Secretary, requesting that Mr. J. C. Loomis, Secretary of the Louisville Division, be notified on or before July 10 the number of people who will attend the annual meeting, to be held in Louisville, Ky., July 17 and 18.

On motion the Secretary was directed to write each member and ascertain who were going and advise Mr. Loomis, as requested.

Alleged Conflict of Freight Claim Department and Operating Department Rules.

(SEE MAY PROCEEDINGS.)

The following resolution was unanimously adopted:

Resolved, That it is the sense of this Association that the rules of the Freight Claim Department apply in all cases where in they have jurisdiction.

On motion adjourned.

Car Service.

Mr. W. H. Potter, Chairman.

Mr. Potter reported that the Penna. Co. were adverse to applying that part of rule withdrawing credit where parties refused to pay car service bills, but were prepared to enter suit to require payment where parties declined to pay.

The following was adopted:

Resolved, That it is the sense of this Association that the Penna. Co. are under obligations to collect these car service bills, and if they wish to do so through the courts it is their option to do so and report to this Association when collected.

L. E. & W. Disputed Bills.

The manager was instructed to take the matter of disputed bills for L. E. & W. proportion of expense up with Mr. Blodgett, General Superintendent of that road.

Lumber and Grain.

On motion it was decided by a unanimous vote that the rules in effect at Detroit on grain and lumber be put in effect at Toledo.

Sugar Arriving via Lake.

Should sugar, arriving via lake, consigned to Toledo, be subject to storage rules when unloaded into railroad freight or lake house?

When cars are furnished for loading this sugar into and delivery made on the regular team tracks of one of the railroads, should a charge be made for the use of the car, as well as for switching service?

On motion the question was ordered submitted to a committee of three members of Toledo terminal, to be taken up with other matters of like nature and report made to the Association at the next meeting.

Committee, Messrs. Smith, Gould and Sherwood.

On motion adjourned.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, June 12, 1900.

Meeting convened at 10:05 a. m. President Nichols in the
chair.

PRESENT:

P. & P. U. Ry.....	W. E. BELL.....	Asst. Supt.
Vandalia Line.....	B. McKEEN.....	Superintendent.
“.....	F. L. CAMPBELL.....	Trainmaster.
L. E. & W. R. R.	H. F. BICKELL.....	Asst. Gen. Supt.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
“.....	W. S. TINSMAN.....	Trainmaster.
C. C. C. & St. L. Ry. ..	C. A. PAQUETTE.....	Superintendent.

President: If it is satisfactory to the members, we will dis-
pense with the reading of the minutes of the last meeting.

President: Our first topic is: “Are Night Bill Clerks
essential at Peoria?”

Mr. Bickell: We all of us are more or less having fast
freight trains leaving in the night, and as I understand it, there
are not any night bill clerks, and the freight therefore lays over
until the day force can see to it, and it seems to me we ought
to make arrangements so that this freight will be handled
promptly. It would not cut so much figure with the slow

freight, but the delay to packing house products and such freight is quite an item.

President: So far as the Rock Island is concerned, we have a night man to handle such matters. And since the tenant lines do business through the P. & P. U. it strikes me this would be a chance for a joint man.

Mr. McKeen: The Vandalia forward cars on card bill, and the night yard clerk takes care of that business.

Mr. Bickell: How do you get the information for the card bill?

Mr. McKeen: Most card bills that come with the cars contain sufficient information to forward the car upon.

Mr. Paquette: We do not suffer from such delays. Our last train in the evening leaves at 7:38 o'clock, and the day force attend to that billing. Our next train leaves at 9:00 a. m., and cars are then forwarded on mem. bill, allowing the regular bill to follow.

Mr. Bickell: We have only recently adopted the system of card billing, but the trouble is in getting the information necessary for such card bill.

President: What roads are you having trouble with?

Mr. Bickell: Both the C. B. & Q. and the Iowa Central. After further discussion Mr. Bickell moved that the matter be dropped.

Seconded and carried.

The Secretary read the following letter:

Local Freight Agents' Association of Peoria.

Peoria, June 5, 1900.

A. J. Elliott, Esq.,
Secretary C. A. of R. R. O.,
City.

Dear Sir: At the last meeting of this Association the following resolution was unanimously adopted:

"That, with a view of determining the responsibility for lost or stolen freight, we recommend to the Central Association of

Railroad Officers that they request the P. & P. U. Ry. to partition off certain parts of the freight house for each tenant, that such apartment may be placed under lock."

In explanation will state that some tenants do not maintain check clerks in both houses at all times, making it impossible to afford protection to the freight, as persons may enter the building through the door of another line and pass into the unprotected portion of the house without molestation.

Proper partitions would enable each line to lock their space when check clerk is absent, thereby obtaining a greater degree of security than at present.

Yours truly,

(Signed) G. T. MOWAT,
Secretary.

Mr. Bickell: They want each road should have a room to themselves. Is that the idea?

Secretary: Yes, sir, I think so.

Mr. Paquette: I move that a committee be appointed to confer with the Local Agents' Association and report at the next meeting.

Seconded and carried.

The President appointed Messrs. Paquette, Armstrong and Tompkins as such committee.

The American Railway Association "Train Rules" were then discussed, commencing with Rule 97 and closing with Rule 210.

It was by common consent agreed that the meetings for July and August be dispensed with this year, the same as heretofore, the members to meet at the General Association meeting at Louisville in July.

Adjourned at 11:45 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., June 15, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: No meeting held this month on account of lack
of quorum.

Yours truly,

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., June 13, 1900.

The meeting was called to order by President Rider at 2:15 p. m.

The representation was as follows:

A. T. & S. F. Ry.....	MR. H. W. SHARP.....	Supt. Ter.
C. & A. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Supt. Ter.
H. & St. J. R. R.	MR. E. G. FISH.....	Supt. Ter.
K. C. Belt Ry.....	MR. D. W. RIDER	Supt.
K. C. F. S. & M. R. R.	MR. H. S. MITCHELL ..	Supt.
“	.. MR. R. V. MILLER	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT.....	Agent.
K. C. South. Ry	MR. F. B. PARKER.....	Supt. Ter.
K. C. St. J. & C. B. R. R.	MR. E. G. FISH	Supt. Ter.
“	MR. J. P. CUMMINGS...	Agent.
K. C. Sub. Belt R. R..	MR. F. B. PARKER	Supt. Ter.
M. K. & T. Ry	MR. D. ALLEN	Agent.
Mo. Pac. Ry	MR. C. E. CARSON.....	Supt. Ter.
St. L. & S. F. R. R...	(Not represented.)	

Union Depot Co. (Not represented.)
Union Pacific R. R. . . . MR. G. N. CURTIS. . . . Agent.
Wabash R. R. MR. J. S. GOODRICH. . . . Supt.

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: As the minutes of the last meeting have been printed, if there are no objections, they will stand approved.

Unfinished Business.

Transferring Flour in Jute Sacks.

Secretary: At the May meeting a resolution was offered to amend Rule 32, list of nontransferable commodities, to except export flour in jute sacks. It was decided to lay the matter over until this meeting, and I was instructed to, in the meantime, refer the question to the Local Agents' Association for their recommendation. I did so, and have the following letter from Secretary Darnall:

Kansas City, Mo., June 12, 1900.

Mr. B. H. Garrigues,
Secretary C. A. of R. R. O,
Kansas City Division.

Dear Sir: Your communication of the 21st ult. was read before the L. F. A. A. meeting this p. m.

After some discussion the Secretary was instructed to reply and advise that the Association recommends that the commodity "flour in jute sacks" be eliminated from the nontransferable list.

Yours truly,

(Signed) U. B. DARNALL,
Secretary.

Mr. Mitchell: I move that the recommendation of the Local Freight Agents' Association be adopted.

Seconded and carried.

Correspondence.

Grain Door Question.

The Secretary read the following letter from Mr. Donald Allen, Agent M. K. & T. Ry., addressed to his superintendent, Mr. Welch, and by Mr. Welch referred to the Association:

Kansas City, Mo., May 11, 1900.

Mr. L. W. Welch,
Superintendent,
Parsons, Kas.

Dear Sir: I find on investigation that the principal trouble about getting our 60,000 capacity cars loaded to 10 percent above, or to 66,000 pounds, is due to the fact that, owing to the rise in lumber, that the amount allowed now of two doors at 25 cents each to a car, or a total of 50 cents per car, does not cover the cost of the lumber which has to be used in order that the car can be loaded 10 percent above marked capacity.

The Sun Elevator ordered 50 cars Friday and phoned me that they could not load 66,000 pounds per car, as the furnishing of the lumber to do this, we only allowing 50 cents per car, would leave them in debt to perform a service for which the railway company got the benefit; that they would load any amount in a car we desired, provided it did not cost them something to accommodate us.

They claim it takes 25 feet of lumber when cars have stationary doors and 100 feet when they have not. Price of 1 x 12 rough lumber here today is \$18 per thousand feet.

It is very important that this question of grain doors be settled here, as all the elevators are agitating it.

Yours truly,

(Signed) DONALD ALLEN,
Agent.

President: Do you wish to discuss this question, or refer the communication to the grain door committee?

Mr. Carson: I think we should have some kind of a report from the grain door committee, and that we should urge that committee to make one.

President: Unless there is some objection, we will refer this communication to the grain door committee and ask for a report at the next meeting.

Joint Freight Time Card.

The Secretary read correspondence originating with the K. C. F. S. & M. in regard to a joint time card showing the leaving time of all freight trains of all railroads entering Kansas City, and referred to the Association in the following letter from the Secretary of the Local Freight Agents' Association:

Kansas City, Mo., June 12, 1900.

Mr. B. H. Garrigues,
Secretary C. A. of R. R. O.,
Kansas City Division.

Dear Sir: I hand you herewith some papers relating to a local union freight time card, recommended to be adopted at Kansas City for the benefit of transportation officials and Local Freight Agents' Association at this point.

After considerable discussion it was deemed advisable that the transportation department prepare this card, and it was recommended that the Central Association of Railroad Officers arrange for the card, if consistent.

Secretary instructed to refer papers and respectfully recommend as above.

Yours truly,

(Signed) U. B. DARNALL,
Secretary.

President: What shall we do with this question?

Mr. Carson: I think this information would be very valuable in making connection with fast freight trains.

Mr. Miller: We find it absolutely necessary for us to have this information in our dispatcher's office in making connection with important freight, bananas especially. We have had our agent, Mr. Edgcomb, get up this information and give it to us about once a month.

Mr. Cummings: I move that the Secretary be instructed to get up a joint time card of all Kansas City railroads, showing time of departure of all trains, and principal points reached by each train, proof to be submitted at the next meeting, and if satisfactory, the card to be printed and revised as often as any of the roads change time.

The motion was seconded by Mr. Miller and carried.

On account of President Rider being obliged to leave, Mr. Carson was requested to take the Chair, and presided during the balance of the meeting.

Discussion.

Assessing Switching Charges on Tonnage Basis.

Mr. Carson: We will proceed to the discussion of the question which was carried over from the last meeting, Assessing Switching Charges on Tonnage Basis. Has anyone anything new to offer? I talked with one of our officials on the subject, and, while he did not express a decided opinion, he seemed to think there was merit in the proposition.

Mr. Mitchell: I had a conversation with one of our traffic officials on the question, and, although he did not take to the idea very kindly, he could offer no arguments against the fairness of the tonnage basis of assessing charges. The strongest point he made was that if any action of the kind was taken it ought to be taken at all points, and not at Kansas City alone. He said he thought Kansas City was handicapped in a great many ways now, and that if we undertook to do anything of this kind, which would result in an increase in switching charges, it might hurt Kansas City, unless the same thing was

done at other points. I told him that it was not a matter that this Association intended to settle.

Mr. Sharp: I think that the railroads ought to have a higher switching rate for large cars, on account of the increased expense, but if you raise the rates very much, so that freight can be hauled by wagon cheaper than it can be switched, it will bring you into competition with the drayage business. This subject was taken up by one of the western lines about a year ago, and the proposition was made to make a minimum charge for 15 tons and then a certain rate per ton above that, and it ran up so high that the drayage charge would be cheaper than a switching charge, and that means trouble. It gives the street solicitor a chance to absorb drayage charges and rates go to pieces and there is trouble all around. I think the best way out of it is to raise the switching charge if it is too low.

Mr. Carson: When you raise the switching charge per car the man who is only getting 15 tons is paying just as much as the man who gets a 40-ton car, which is not right.

Mr. Sharp: That is true, but you would be forcing higher tonnage, which is what the railroads want.

Mr. Carson: Would it not be well to make a graduated scale? It is not twice as costly to handle an 80,000 as it is a 40,000 capacity car. The ratio of expense does not increase with the increase in capacity of car. For that reason, instead of doubling the rate of a 40,000 for an 80,000 capacity car, we might put on an extra dollar, and for a 60,000 make it less. As it is now, the large capacity cars are at a premium, and the small cars are being sidetracked and not used because of the switching charges at terminals.

Mr. Mitchell: I know that the large coal companies who ship a great many cars take pains to pick out the largest capacity cars to be switched to connecting lines and use the smaller capacity cars on our own line where there is no switching charge to pay.

It seems to me that it can not be disputed that the existing switching charges were fixed at a time when 90 percent of the

cars in use were of 50,000 or less capacity. The tendency is now to make cars above 50,000, and if we could do nothing more than make the prevailing rate apply to cars of 50,000 capacity and less we would be accomplishing something, because as time went on and we got more 60, 70 and 80,000 capacity cars, we would be getting a higher rate. If the rates charged now are fair for 50,000 pounds, I can not see why a fifth more should not be charged for 60,000, two fifths for 70,000, and so on.

Mr. Sharp: You would have to raise the charge considerably in order to pay for the extra work in the local office and in the auditor's office, and the line delivering the car would have to furnish the weight.

Mr. Mitchell: The line bringing the car in collects the switching and is responsible for the charges. That should not be very difficult.

Mr. Isitt: The greatest difficulty would be with cars forwarded. In that case the switching line would not have the tonnage unless it weighed the cars, and while the forwarding line would be responsible for the switching charge, they would have to know from the switching line what they had to be responsible for, or the switching line would be at their mercy in taking what was offered.

Mr. Goodrich: I have not looked into this question very much, and don't know that I care to express an opinion on it. I don't believe it would be a good idea to put it into operation at Kansas City unless it was done at other points.

Mr. Carson: I have thought that this would be a good question to bring up at Louisville this year at the annual meeting of the entire Association.

Mr. Cummings: While this is a traffic matter, I think it would be well for the transportation department to agitate it and discuss it and make recommendation to the managements. I do not think a graduated scale will do; the charge will have to be so much per ton, with a minimum charge. I think also that when this change comes the question of weighing carload

freight will have been rearranged. The weighing of outbound carload freight will have to be done on the initial line. I don't believe it is impracticable to weigh outbound freight on the switching line. I think the tonnage basis will come in time, but it will take a great deal of agitation and education all over the country. I don't believe it can be successfully carried out at any one point.

Mr. Carson: I don't know that it is necessary for us to take any action on this question, but it might be well for us to express an opinion in the shape of a resolution.

Mr. Isitt: I move that it is the sense of this Division that all switching charges should be based upon cents per hundred pounds, with a minimum per carload.

Seconded by Mr. Mitchell and carried.

Repairing Private Cars in Yards.

Mr. Mitchell: I would like to ask whether any of the members have had trouble with private car lines sending car repairers to various tracks in the yard to make slight repairs to cars to save their being switched to some repair track. We have had some trouble, and I think it is a practice that ought to be stopped.

Mr. Carson: We have been troubled somewhat in that respect. Some of the private car lines have sent men into our yard to put in drawbars and make other light repairs. I think it is a dangerous practice and should not be tolerated.

Mr. Mitchell: We all know that the repairing of cars on tracks not regularly used for that purpose is attended by great risk of injury to the car repairers, and there is a very serious question as to the liability of the railway company in case of injury under such circumstances. We are inclined to forbid it altogether.

Mr. Fish: We had a case of private car men making repairs to cars on one of our sidetracks. I discovered them making quite extensive repairs, such as putting on new siding, painting

etc. I called them down on it and they said they would not do any more of that kind of business.

Mr. Mitchell: I will offer a motion that it is the sense of this Association that the repairing of cars on other than regular repair tracks by private line employees is an unsafe practice and should not be permitted.

Seconded and carried.

Annual Meeting.

Mr. Carson: I would like to remind you that the time for the annual meeting at Louisville is drawing near. I understand they are making preparations for a very nice reception for the Association, and I would be very glad to see a large attendance of the members of the Kansas City Division. A number of very interesting topics will come up for discussion, and there will be a pleasant time aside from the business transacted.

I shall be glad if those who expect to attend the meeting will notify the Secretary as early as practicable so that the Secretary of the Central Association can be advised.

There being no further business, the meeting adjourned.
Date of next regular meeting, July 11, 1900.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, June 11, 1900.

The meeting was called to order at 2:30 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.	Not represented.
C. & O. Ry.	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.	MR. B. O'BANNON.
I. C. R. R.	MR. W. J. HARAHAH.
L. & N. R. R.	MR. J. G. CLIFFORD.
L. E. & St. L. R. R.	Not represented.
L. H. & St. L. Ry.	Not represented.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
Southern Ry.	MR. H. B. SPENCER.
Kentucky and Indiana Bridge & Terminal Co.	Not represented.

The reading of the minutes of the previous meeting was dispensed with.

The Secretary announced the following vote as the result of the letter ballot on the organization of a Car Foremen and Inspectors' Association for Louisville:

AYE.	NAY.
B. & O. S-W. R. R.	I. C. R. R.
C. & O. Ry.	L. H. & St. L. Ry.
C. C. C. & St. L. Ry.	
C. I. & L. Ry.	
P. C. C. & St. L. Ry.	NOT VOTING.
Southern Ry.	L. E. & St. L. R. R.,
K. & I. B. & T. Co.	L. & N. R. R.

The Chair declared the measure lost.

Under the head of Unfinished Business the letter presented at the last meeting from the Local Freight Agents' Association in regard to furnishing labor to load and unload carload freight was discussed. The following motion was offered by Mr. Taylor:

"Be it resolved, That the action of the Central Association at its meeting held March 14 vests in the Local Freight Agents' Association all needed authority to handle the questions raised, and that therefore further action by this Association is not at present demanded."

Seconded by Mr. O'Bannon and carried.

Adjourned 3:45 p. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JULY.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
 F. L. TOMPKINS.....1st Vice-Prest.
 G. W. BENDER.....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
 F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

DIVISIONS.

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A. A. ZION.....	"	Indianapolis "
W. C. LOREE.....	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.	"	St. Louis "
D. W. RIDER ..	"	Kansas City "
M. L. AKERS.....	"	Louisville "
H. F. HOUGHTON.....	Vice-President.....	Cincinnati Division.
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J. W. SHERWOOD.	Vice-President.....	Toledo "
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C. J. KLEIN.....	"	Louisville "
O. G. FETTER.....	Secretary	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
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G. B. STAATS.	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CENTRAL ASSOCIATION.

The Annual Meeting of the Central Association of Railroad Officers, comprising the Cincinnati, Indianapolis, Columbus, Toledo, Peoria, St. Louis, Kansas City and Louisville Divisions, was held in one of the parlors of the Galt House, Louisville, Kentucky, July 17 and 18, 1900.

The meeting was called to order at 10:00 a. m., Tuesday, July 17, 1900, with President C. E. Carson in the Chair.

PRESENT:

Cincinnati Division.
Indianapolis “
Columbus “
Toledo “
Peoria “
St. Louis “
Kansas City “
Louisville “

The individual representation was as follows:

B. & O. S-W. Ry.	MR. W. H. BRIMSON	Sup't.
“ “ 	G. H. GROCE.....	Sup't.
“ “ 	MR. C. C. RILEY.....	Sup't C. S.
C. C. C. & St. L. and		
C. & O. Rys.	MR. M. L. AKERS.....	Sup't Term

C. C. C. & St. L. Ry.	MR. F. J. ZUBEE	M. M.
"	MR. G. WIRT	M. M.
"	MR. G. W. BENDER	Sup't Term.
"	MR. F. M. LAWLER	M. M.
"	MR. C. S. RHOADS	Sup't Tel.
C. B. & Q. Ry.	MR. A. T. PERKINS	Sup't Term.
C. I. & L. Ry.	MR. GEO. K. LOWELL	Gen. Supt.
C. H. & D. Ry.	MR. A. GALLOWAY	Sup't.
"	MR. J. A. GORDON	Sup't.
C. R. I. & P. Ry.	MR. C. L. NICHOLS	Sup't.
Illinois Central Ry.	MR. W. J. HARAHAN	Sup't.
I. U. and Belt Rys	MR. A. A. ZION	Sup't.
K. & I. B. & T. Co.	MR. B. S. JOSSELYN	Agent.
L. E. & St. L. C. Ry.	MR. H. C. BARNARD	Sup't Term.
L. E. & W. R. R. and		
I. & M. C. Div.	MR. M. P. DENISTON	T. M.
L. E. & St. L. R. R.	MR. W. K. MORLEY	Sup't.
L. & N. R. R.	MR. C. J. KLEIN	Sup't Term.
"	MR. C. A. DAVIES	Sup't.
Mo. Pac. Ry.	MR. C. E. CARSON	Sup't Term.
Monon Route.	MR. W. H. NEWMAN	Sup't Term.
P. C. C. & St. L. Ry.	MR. N. C. BENNETTE	T. M.
"	*MR. B. W. TAYLOR	Sup't.
P. & E. Ry.	MR. C. G. MILLARD	E. M. of W.
"	MR. C. A. PAQUETTE	Sup't.
P. & P. U. Ry.	MR. F. L. TOMPKINS	Gen'l Sup't.
T. & O. C. and K. &		
M. Ry.	MR. T. F. WHITTELEY	Gen'l Sup't.
Vandalia Line	MR. BENJAMIN McKEEN	Sup't.
"	MR. F. L. CAMPBELL	T. M. & R. F. of E.

* Represented by Mr. Geo. Hamilton Stapp, Chief Clerk.

VISITORS: Mr. B. O'Bannon, Agent, C. I. & L. Ry.; Mr. E. M. Gordon, Agent, B. & O. S-W. R. R.; Mr. F. W. Hudson, Agent, I. H. & St. L. Ry.; Mr. E. F. Storall, Agent, I. C. R. R.; Mr. W. A. Elwell, Agent, L. & N. R. R.; Mr.

H. G. Dempf, Agent, L. & N. R. R.; Mr. B. P. Williams, Contracting Freight Agent, L. & N. R. R.; Mr. C. W. McGuire, Auditor and Car Accountant, L. E. & St. L. Co. R. R.; Mr. E. D. Seitz, Purchasing Agent, L. E. & St. L. C. R. R.; Mr. J. C. Loomis, Superintendent Louisville Car Service Association; Mr. W. T. Vandenburg, Agent, L. E. & St. L. C. R. R.; Mr. J. B. Windstandby, Agent, L. & N. R. R.; Mr. C. M. Ferris, Agent, Southern Railway; Mr. N. B. Boilvin, Agent, P. C. C. & St. L. Ry.; Mr. A. J. Elliott, Secretary, Peoria Division; Mr. Chas. C. Loomis, Chief Clerk, Louisville Car Service Association.

President: Gentlemen, before we enter upon the business of this meeting we will listen to a few remarks by Mr. M. L. Akers, President of the Louisville Division of the Central Association of Railroad Officers.

Mr. Akers: I can not begin to tell you, gentlemen, how much the Louisville Division appreciates having you with us, and we trust that this meeting will not only be profitable, but a pleasant one. In order to make it so, we have arranged to have carriages for the ladies to use this afternoon in seeing the city, and if you will tell Mr. Loomis, our local Secretary, just how many will be in the party, there will be sufficient carriages provided.

Tonight we are to have a river excursion on the steamer Columbia, which will leave foot of First Street, just below the hotel, at 8 o'clock sharp. Tickets can also be secured by applying to Mr. Loomis.

Tomorrow, we have provided a trip to Mammoth Cave, through the courtesy of the Louisville and Nashville Railroad. We will have a special train, leaving Tenth and Broadway at 1 o'clock sharp. We expect to reach the Cave at 4 o'clock, go through the Cave, take supper at the Cave Hotel, and then return to Louisville, reaching here at 12:30 or 1 o'clock. The Street Car Co. has arranged to meet us on our return and bring the members to the Galt House, or if any of the members wish

to take their trains for home, they will be taken to the B. & O. S-W. Depot.

We are very glad and happy to have you here, but as I am quite deficient as an orator, one of our most honored and respected citizens will tell you how we appreciate and welcome you to our city. I will now introduce to you Judge Sterling B. Toney.

The Address of Welcome.

BY JUDGE STERLING B. TONEY.

Mr. Chairman and Gentlemen of the Central Association of Railroad Officers:

My friend Akers, the worthy president of your local Association, seems to take peculiar delight in sacrificing me upon almost every occasion. When he requested me yesterday to make the welcoming speech to you today, and told me that I had to face such a representative audience of railroad officers, I said to him: "Akers, you ought to have given me a week's notice, for on such an occasion a man ought to be prepared to say something worthy to be remembered." He said, "It don't make any difference; you *must* speak to the boys, for if you don't, we'll all be against you;" so I am here ready for the sacrifice.

The fact is, I am like the Kentuckian who went to New York and got on a "jag"; he was ready for any sacrifice. He concluded he would go out that night and take his friends to see a show. He invited all the boys to go with him. A genuine article of Kentucky tanglefoot had tangled his ideas as well as his feet; as he staggered along with his friends down the street he got mixed up in a stream of humanity that was going in another direction, not to the show, but to hear Henry Ward Beecher preach on the Resurrection. The Kentuckian thought he was with his friends, and on he went, keeping up with the current of pious humanity that was pouring into the great tabernacle to hear Beecher. In this vast amphitheater there were about four acres of human beings, and the Ken-

tuckian took his seat out in about the middle of the audience, thinking he was at the show with his friends.

That great pulpit orator was expounding, with eloquence and dramatic effect, how it would be upon that final day. Looking out over the sea of upturned faces he said, "Upon that dreadful day the sheep will be upon the right, and the goats upon the left; and on account of the virtuous and well-spent lives of the innocent sheep, the judgment will be, 'Go ye into those Elysian fields of bliss and enjoy yourselves forever'; but to the ungodly goats, that had habitually violated some of the most important commandments, the judgment will be, 'Go to thy awful doom, and be forever cast into utter darkness.'"

Then turning and looking into the rapt faces of that vast throng, the great preacher exclaimed, "Who in all this audience on that awful day, will consent to be a goat? Who, I say, will be the goat? I pause for a reply."

There was a deathlike silence in that vast throng. For a moment you could have heard a pin drop, or a cricket chirp, when sitting away back in the crowd the Kentuckian, supposing he was at the show, and loaded as he was to the guards, rose and said, "M-m-mr. S-speaker;" instantly ten thousand pairs of eyes were turned upon the Kentuckian, who continuing said, "I say, M-mr. S-speaker, rather than let this 'ere show fall through, d--n'd if I don't be the goat."

So, gentlemen, rather than let this occasion fall through, I told Akers that I would be the goat. Now, my distinguished friends, I want to say that Louisville—all Louisville—extends to you a cordial, hearty welcome. We open the gates of our city, the doors of our homes, and our hearts to you. We are with you, and for you in spirit and in truth; and we are "agin anybody that is agin you." Whatever you see, call for it and it is yours; and whatever you don't see and want, just get a cab and go after it, and it will be yours; for Louisville is generous and hospitable to strangers within her gates.

As I came into this hall the very name of your Association suggested to me the importance and character of your organiza-

tion, and of the men who compose it — The *Central Association*! You, the Officers of the Central Association, into whose faces I am looking, are the men upon the field of battle, who command and direct the great army of operatives, and personally direct the management of the great railroad systems of our country — The Central Association of Railroad Officers! In the physical universe the central part is the most important part. The center is the most important thing in connection with all matters in the world. The sun is the center of the solar system; the heart is the center of life in the human body; the center of the earth is the attracting force that draws everything to it; and in military science, the whole army is moved by the center, "guide center," in a military command that echoes along the line when the army is moved. Everything moves by the power emanating from the center. And so I am proud to greet you, gentlemen of the Central Association of Railroad Officers of the United States.

Who can contemplate the stupendous magnitude of this branch of our country's business, the railroad system of our country, the density of its equipments, and the efficiency of its management, all under your control, without feeling that you are the real heroes of the age? Who can contemplate the vast ramifications of the great railroad system of our country in its influence upon every branch of business and enterprise without appreciating how dependent the prosperity of our country is upon the railroads, and how dependent the railroads are upon the prosperity of our country?

It seems fabulous, and it is certainly astounding, the real statistics of the railroads of the United States. The report of the official statistician upon this subject for the year 1899 almost overtakes credulity itself. Think of it! There are today over two thousand railroad corporations in the United States, with an extended single-track mileage of over 187,000 miles. Upon these tracks there are in service over 37,000 locomotives, hauling over 1,500,000 cars. There are today on the payrolls of these railroads over 900,000 employees and officers, whose

total annual salaries are over \$500,000,000. This amount paid in wages and salaries is a little over 39 percent of the total earnings (gross) of the railroads, and represent over 61 percent of the total operating expenses.

Think of it! The amount of outstanding railroad capital today in the United States is over \$11,000,000,000, including common and preferred stock, and the funded debt comprising different kinds of railroad bonds. The number of passengers carried one mile during the year 1899 is something over 14,000,000,000 in the United States, that is, counting one passenger for each mile, that passengers have been transported over the railroad systems of the country.

The number of tons of freight carried one mile during the year 1899 is something over 115,000,000,000. The total gross earnings of all the railroads of the United States, from their almost limitless passenger and freight traffic for the same year are \$1,250,000,000. The total operating expenses of carrying on this business in the year 1899 is a fraction over \$820,000,000, leaving an income from operation of \$430,000,000.

These amazing and wonderful statistics are realities, and demonstrate how essential the railroads of the country are to the life and prosperity of the public; yet cheap demagogues, venal politicians and degraded political editors consider it their sacred duty for "revenue only" to war upon these important factors of the commercial and economic prosperity of the country; they would have the world believe that the railroads of the country are a political machine in conspiracy with murder and ruffianism to overthrow law and order, and to produce anarchy in the land; but, gentlemen, you know, and all intelligent, honest men know, that there is no conflict between the rights of the people and the interests of railroads, as these demagogues and venal political editors declare; on the contrary they are twins in interest, reciprocally auxiliary to and mutually dependent upon each other in their indissoluble commercial intercourse and comity.

What! over 187,000 miles of railroads, that now interlace this

continent with a permanent network of steel, has contributed to the wealth of the nation, and achieved for the civilization of the age, is indeed beyond the reach of computation. What! in the boundless possibilities of the future they will continue to contribute to the development of the wealth and prosperity of our country the mind is unable to conceive, mathematicians unable to estimate, and language inadequate to express.

The railroads of the country are built by authority of law, they are chartered by authority of law, and are operated under the sanctions of the law, for the great purpose of advancing the development of the natural resources and diversified interests of the country, and for the purpose of keeping up, in undiminished vigor, the unrestricted and uninterrupted flow of commerce between the states. They are national thoroughfares, national agencies of interstate commerce; they are under great responsibilities to the public, which in its turn is under equally great responsibilities to them. The environments of our civilization make railroads a public, national necessity. The general welfare of the nation is absolutely dependent upon their untrammelled interstate connection, and untrammelled liberty to accomplish the legitimate national purposes of their organization, which is to foster and promote interstate commerce; hence it is, gentlemen, that the Constitution of the United States, in Article I, Section 8, clause 3, of that instrument, holds the ægis of its protection over them as national interstate commercial agents.

That article of the Constitution confers upon Congress the power to regulate commerce with foreign nations, and among the several states, and with the Indian tribes, which would be vain and nugatory were these public functionaries of interstate commerce subject to be pillaged, robbed and blackmailed by local political demagogues and cheap politicians. Fortunately for the country, fortunately for you and the great railroads which you represent, these great arteries of trade, these improved public, national highways are not at the mercy of demagogues, and can not legally be molested and hindered by them

in the accomplishment and performance of their public functions as interstate commercial agencies.

They are under the protection, and in a measure under the control, of the National Government through its interstate commerce commission, and through its judiciary. There may be, and of necessity must be, difficult questions growing out of the complex conditions of traffic along the railroads lines, touching the adjustment of freight rates between long and short hauls; these questions, under the Constitution and statutes of the United States, are safely and wisely within the exclusive jurisdiction of the interstate commerce commission and the federal courts. What may be, and are, the substantial dissimilarities of conditions and character of competition that justify a discrimination against nearer points, that is, a higher rate for short hauls than to more remote points, that is, for longer hauls, are questions depending upon the facts of each particular case, and are, and should be, within the exclusive jurisdiction of the Interstate Commerce Commission and the federal courts.

Before these tribunals the claptrap of the demagogue, the shyster, the cheap politician, and the venal political editor, has no weight whatever. The disgusting rant, that you are in combination with money and murder to overthrow and trample upon the rights of the people, can find no audience before this tribunal.

But I have detained you beyond the limits of propriety. I am not a speaking man, as my friend Akers knows. For the past fourteen years my business has been to sit still and listen to others speak, but there are occasions, gentlemen, and this is one of them, that would inspire a dumb man to articulate thought.

I am here to welcome you, which I do with all my heart. In view of the unenviable record of Kentucky in the past six months, let me recite for your benefit a parable of the Kentuckian that you may, while you sojourn with us, profit by his experience and conduct yourself accordingly. There is truth in this parable like a jewel concealed in the toad's head.

- "Man born in Kentucky is of feud days and full of virus.
"He fisheth, fiddleth, cusseth and fighteth all the days of his life.
"He shunneth water as a mad dog, and drinketh much good whiskey.
"When he riseth from his cradle he goeth forth to seek the scalp of his grandsire's enemy, and bringeth home in his carcass the ammunition of his neighbor's wife's cousin's uncle's father-in-law, who avengeth the deed.
"Yea, verily, his life is uncertain, and he knoweth not the hour that he may be jerked hence.
"He goeth forth on a journey 'half shot,' and cometh back on a shutter full of shot.
"He riseth in the night to let the cat out, and, lo, it taketh nine doctors three days to pick the buckshot from his person.
"He goeth forth in joy and gladness, and cometh back in scraps and fragments.
"He calleth his fellowman a liar and getteth himself filled with scrap iron, even unto the fourth generation.
"A cyclone bloweth him into the bosom of his neighbors' wife, and his neighbor's wife's husband bloweth him into the bosom of Father Abraham before he has time to explain.
"He emptieth a demijohn into himself, and a shotgun into his enemy, and his enemy's son lieth in wait for him on election day, and, lo! the coroner ploweth up a forty-acre field to bury the remains of his enemies."

Carry this parable with you, gentlemen, and bear it in mind, for even as you do unto others, so will others do unto you.

Let me say, in conclusion, there is a brighter side to our "Old Kentucky Home," which reminds me of a toast, or rather a lyric, that more truly represents Kentucky:

"Kentucky, O, Kentucky, I love thy classic shades,
Where flit the fairy figures of bright-eyed Southern maids;

Where the birds are sweetly singing, 'mid the blossoms newly
born,
Where the corn is full of kernels, and the Colonels full of corn."

Again, gentlemen, I welcome you.

President: On behalf of the Central Association of Railroad Officers, I desire to thank you, Judge, for the hearty, cordial and warm welcome to your beautiful city. Indeed, if your welcome had been anything other than cordial and warm, it would have been contrary to the usual characteristics and traditions of this glorious State of Kentucky, which, among the many things it is noted for—its fine horses, beautiful women and good whiskey, is its proverbial hospitality.

As I came over onto Kentucky soil this morning for the first time in a great many years, I was reminded that it was in this state that I first saw a railroad locomotive, or anything running on rails. As a boy I lived in a small backwoods town of Ohio, and walked about fifty miles to get into Kentucky to see a railroad train. As I saw that engine (I think it was about a forty-ton), it looked to me like a monster, and I thought it was a wonder. As I saw it standing there so innocently, little did I dream of the trouble it could cause a man. I had no idea then that a pair of trucks or drivers could have so much devilment in them when they got off of the track, or would take so long to get them on. I have sometimes been sorry that I ever saw that engine, as I date my first aspiration to be a railroad man from that time. Verily the days of a railroad superintendent are "few and full of trouble."

The remarks of Judge Toney are certainly refreshing. Notice, gentlemen, he says that "he is agin anybody who is agin us." It might be well for you railroad men here in Kentucky, who have suits brought against your roads, to remember the Judge's remarks, and hold him to his word, for the judges are not always "for us." At any rate, out in my country, Missouri and Kansas, they are not. We do not always get justice out there.

We are here today on serious business. We have left our usual places of business to come here to discuss and formulate plans whereby we may improve the railroad service, and as we are not supposed to be orators, I feel a hesitancy in making any extended remarks after the eloquence to which we have just listened. We thank you, Judge Toney, for your kind words, and also desire to thank Mr. Akers for the untiring effort he has put forth in providing for our entertainment—these pleasant quarters, the afternoon carriage ride for the ladies, the boat ride tonight, and the visit to Mammoth Cave tomorrow. This all shows enterprise on the part of Mr. Akers, for which I thank him on behalf of the Central Association.

We have a long program before us, so we shall proceed immediately to business.

President: We have a quorum, and I will ask that in the discussion of the matters that will come up before the meeting, that you be kind enough to address the Chair, and not let us have any "crossfiring," as it will then be difficult for the Secretary to get it down, and we would like to have full minutes of the proceedings.

Reading of Minutes.

Secretary: The next thing on the call is the reading of the minutes of the last meeting.

President: As the minutes of the last meeting have been printed and distributed among all the Divisions, and you are all familiar with them, unless there are objections, we will pass the reading of the minutes.

Mr. Brimson: I move that the minutes be approved.

Seconded by Mr. Whittelsey, and carried.

Unfinished Business.

President: Is there any unfinished business?

Secretary: None.

Reading of Correspondence.

Secretary: I have a letter from the Railroad Gazette, which reads as follows:

Railroad Gazette.

New York, July 13, 1900.

O. G. Fetter, Esq.,

Carew Building, Cincinnati, Ohio.

Dear Sir: Will you kindly favor us with such report as you can of the meeting of the Central Association at Louisville, July 17? Have any papers been printed in advance, and can you let us have copies of them?

Yours very truly,

(Signed) B. B. ADAMS.

Secretary: I also have a letter from The Air Line, which reads:

The Air Line.

Atlanta, Ga., July 13, 1900.

Mr. O. G. Fetter,

Secretary and Treasurer Central Association,
Cincinnati, Ohio.

Dear Sir: I see from the Louisville Courier Journal that Mr. Josiah Flynt will read a paper on "The Railroad Tramp," at the ensuing meeting in that city, before the Central Association of Railroad Officers. Is it possible for me to procure a copy of this paper for publication in the next issue of The Air Line, which will go to press about the middle of next week? If you can assist me in getting it, I would appreciate it greatly. If not, can you refer this letter to Mr. Flynt, whose address I do not know?

The Air Line is a monthly, and has been established about six months. Perhaps you have seen a copy of it.

Hoping you will be able to assist me in this matter, I am,

Yours very truly,

(Signed) E. C. LAIRD,
Manager.

Secretary: I will say that I have not furnished these papers, not knowing what the pleasure of the Association would be.

President: What is your pleasure regarding these two communications?

Mr. Galloway: I believe that the Association, last year, was asked what would be done with such requests, and I move that the same action be taken at this meeting as in the past, and not furnish the data.

Seconded.

President: I do not recall what action was taken at our last meeting.

Mr. Tompkins: My understanding is, that when this matter was passed upon, the Association decided to furnish no party with any minutes or papers of the Association. It is a question whether the paper presented by Mr. Willard should be given to The Air Line, as they request that one specially. I think that special action should be taken on that particular paper.

Mr. Whittelsey: It strikes me that the way to handle this matter is to refer the Railroad Gazette and The Air Line to the gentlemen who have prepared these papers, sending them a program of our meeting, which gives the names of the papers and the names of the writers, and let them communicate with the writers direct.

Mr. Galloway: I beg leave to withdraw my motion, if Mr. Whittelsey makes his remarks as a motion.

Mr. Whittelsey: I am willing to let them stand as a motion.

Seconded by Mr. McKeen, and carried.

Application Blanks and Service Letters.

Secretary: The next is the report on Application Blanks and Service Letters. Mr. Carson is Chairman.

President: Mr. Perkins is a member of that committee, and I will ask him to read the report.

Mr. Perkins read the report as follows:

July 17, 1900.

Central Association of Railroad Officers:

Your committee on application blanks and service letters made report at the annual meeting of the Association in July, 1899, in which it recommended a form of service certificate, and in which the committee stated that it had, up to that time, been unable to prepare an application blank which it could unanimously recommend. No definite action was taken by the Association in regard to adoption of the service certificate recommended, but the committee was given further time, with instructions to report at the 1900 meeting on the application blank. Your committee has found a considerable difference of opinion as to the points to be covered by an application blank, and has also found difficulty, owing to the fact that on some roads all information wanted in regard to the physical condition of the employees is obtained by the Relief Department of the roads, while other roads have no such departments. The committee, however, presents for the consideration of the Association an application blank which is the result of a good deal of discussion, and which seems to meet with the approval of a large number of practical railroad men. This blank, the committee believes, covers practically all information which any road would wish to obtain from its applicants for employment. A part of the committee believes that the blank covers some points that are not necessary, but the committee, as a whole, recommends that this blank be accepted by the Association, and that

each road desiring to make use of the general form of the blank omit from it any part which it does not care for.

In regard to the service certificate, your committee can simply repeat its recommendation of last year.

C. E. CARSON,
A. T. PERKINS,
BENJAMIN MCKEEN,
Committee.

President: Copies of these two blanks have been passed around to the members of the Association. The Application Blank is as outlined in the report, and the Service Certificate is practically the same as recommended at the meeting last year.

Mr. Galloway: I move that the report of this committee on Application Blanks and Service Certificate be accepted, and the committee discharged, with the thanks of this Association. Also that the committee's report be adopted, that is, the blanks be accepted on the recommendation of this committee, to be used by the roads so desiring.

Seconded by Mr. Brimson, and carried.

Form 1300.

THE ST. PETERSBURG & MOSCOW RAILWAY CO.

APPLICATION FOR EMPLOYMENT.—READ CAREFULLY.

No applicant will be permitted to enter the service until he has filled out and signed this blank.

All applications for employment as Conductor, Brakeman, Train Baggage-man, Engineer, Fireman, Hostler, Yardmaster, Assistant Yardmaster, Switchman, Switch Tender, Yard or Train Flagman, Shop, Machinery and Bridge Employees, Station Employees and Platform Laborers, and such other employes as may be hereafter designated, must be made in Duplicate on this blank, by applicant personally. When this blank is filled out, in accordance with the instructions herein, the applicant may be allowed to enter the service on PROBATION, provided there is need for his services, and he has passed a satisfactory examination, PHYSICAL and OTHERWISE.

MEDICAL EXAMINATION.

The applicant will report to the Company's Chief, Assistant or Division Surgeon for a PHYSICAL examination, before entering the service, report of such examination will be made on this form and sent to head of Department from whom received. It will be necessary to make tests for sight and hearing of all persons governed by the use of signals, including those engaged in Train, Engine, Switching or Station Service, as well as physical examination OF ALL persons to be engaged IN ALL GRADES of service, specified herein.

AGE LIMITS.

No applicant for position in Train, Engine or Switching Service, who has had no experience in the service for which application is made, will be accepted under twenty-one or over twenty-eight years of age. Under no circumstances will an applicant who is over forty years of age be accepted for position in such service, without special permission of the General Superintendent. No applicant under twenty-one years of age will be employed, excepting Apprentices in shops, Telegraph Operators, Messengers and Office Clerks.

PHYSICAL DISABILITIES WHICH BAR EMPLOYMENT.

TRAIN, ENGINE AND SWITCHING SERVICE.

Loss of eye, arm, leg, more than two fingers, one thumb, great toe; hernia; fits or fainting spells of any character; syphilis, running sores; varicose veins; heart disease; tuberculosis in any form; and alcoholism.

BRIDGE AND BUILDING SERVICE.

Loss of eye, arm, leg, great toe, more than two fingers; hernia; fits and fainting spells; syphilis, running sores; varicose veins; heart disease; tuberculosis in any form; and alcoholism.

TRACK, CAR AND OTHER DEPARTMENTS.

Loss of eye, arm, leg, more than two fingers; hernia; syphilis, running sores; fits, fainting spells; heart disease; alcoholism and tuberculosis in any form.

Dated at on day of 190..

Mr

DEAR SIR:

I hereby apply for a situation during the pleasure of the above named Company as or any other service or employment which may be necessary or required from time to time by the Company or my superior officers, and if accepted agree to observe all rules and regulations governing the service to which I may at any time be assigned, to pay my bills promptly each month; to maintain strict integrity of character;

to abstain from the use of intoxicating liquors; to avoid visiting saloons and places of low resort, or where liquors are sold; to perform all duties to the best of my ability, and any wages earned by and owing to me. shall not be due and payable until the regular pay day of the Company.

I hereby agree, that any untrue or fraudulent statement made by me to the Medical Examiner, or any concealment of facts in this application, shall be considered just cause for dismissal from the service of the Company.

It is also understood and agreed by me that, if my references or work do not prove satisfactory, I am not to be retained.

I was born at State of
..... on the day of 18....
Height feet inches. Weight
pounds. Color of eyes Color of hair Style
of beard

Name of my wife (if none so state)
Residence—City, St. and No.
Name of my father (if dead so state)
Residence—City, St. and No.
Name of my mother (if dead so state)
Residence—City, St. and No.
Name of my children
Residence—City, St. and No.
Name of my other near relatives (what relation?) (Give Names, Residence
—City Street and No.)
.....

Names and addresses of all persons to whose support I am contributing
are as follows:

..... of street state of
(Name of City.)
..... of street state of
..... of street state of

I have had years railroad experience on the following named roads:

Name of Railroad.	Occupation.	On what Division. In what Yard or at what Station.	Between what Dates.		Name of Superin- tendent, Train- master, Yardmaster or Employer.
			From.	To.	
.....
.....
.....
.....
.....

Cause of leaving last railroad employment.....
Names and residences of a railroad official and two other responsible persons
who will vouch for my good character
Have you ever been in the employ of this Company? If so, when, where, and
in what capacity.
What was the cause of your leaving the service of this Company?
Can you see and hear perfectly? Can you readily distinguish colors?.....

(Applicant will here state whether or not he is in any way unsound or
deformed in body or limb, or has lost any part of his limbs; if yes, describe
same. State whether or not ever injured in any accident; and if yes, give date,
location, name of road on which it occurred; nature and extent of injury, and
whether entirely recovered; also whether settlement has ever been made, and
the consideration for same. If sound in body and limb so state.)
.....
.....

Have you ever had litigation with any Railroad Co?.....
If so, name of road
Have you ever applied to any guarantee or fidelity company for bond? If so,
give name of company.
Was the application accepted?.... If rejected, when, where and why?.....
Witness
.....

Full name Applicant.
Residence.....
(Number) (Street) (City)

N. B.—Applicant must in all cases give the required information in his
own handwriting, in the presence of and witnessed by the head of the depart-
ment in which he is to be employed.

..... 19
*Mr. in employ of the St. Petersburg
& Moscow Railway Company as has this day informed
me of the duties connected with the employment I am about undertaking, viz:
that of and has explained to me that the performance
of said duties will expose me to great danger, the risk of which I assume for
myself; and that I must use proper and constant care to avoid injury to
myself and others. I have received a copy of the Time Table containing the
printed Rules and Regulations of said Railway with which I am to make
myself familiar, and by them and such additions thereto as may be made from
time to time, agree to be governed.*

And I hereby acknowledge that I have been notified that there are numerous
Bridges, Buildings, Tunnels, Viaducts, Stock Yard Chutes, Platforms and
Coal Chutes and other obstructions now located and others may be constructed
from time to time which will endanger my life and limb, and I agree in con-
sideration of my employment to familiarize myself with same and use due
care for my safety without further notice from the Railway Company, and

2. What are the names of your children? (If married give married names.)
Sons
Daughters.....
3. What are the names of your parents, and brothers and sisters, now living?
Father Mother
Brothers
Sisters
4. If either parent or any brothers or sisters have died, state cause of death in each case.....
5. Have either of your parents or any brothers or sisters had Consumption, Rheumatism, Insanity, or Scrofula?
Have you ever had any of the following diseases:
6. Heart disease?....Appendicitis?Asthma?Calculus or Gravel?....
7. Chronic Diarrhœa or Dysentery?....Consumption?....Delirium Tremens?
Diabetes? Dropsy?
8. Dyspepsia?Epileptic or other Fits? Fainting Spells
Fistula (in ano), or Piles (bleeding), or other diseases of the Rectum?.....
Gout, Gall Stones?..... Rheumatism, number of attacks, duration, severity
..... Rupture: Is it reducible?..... Is a truss worn?.....
9. Spitting of BloodSwelling of Feet or Eyes?..... Syphilis?.....
Tumors or Swellings?
10. Ulcers or Open Sores?Varicose Veins?Vertigo, Dizziness?
Diseases of Nervous System?
11. Vaccination (state when vaccinated and whether successfully?)
12. Were you ever rejected by any railroad company for physical disabilities, if so, what company and for what reason?
13. Have you ever had any serious illness other than above?..... If so, what and how long ago?
14. Are you now in good health as far as you know and believe?
15. Are you suffering from any physical deformity?.....If so, fully describe
.....
16. Have you ever received any injury?.....If so, fully describe, state where and how inflicted
17. Have you ever had an attack of insanity or paralysis?.....If so, when and to what extent?
18. To what extent do you use alcoholic stimulants?.....
19. Have you ever been addicted to the liquor habit?
20. Were you ever discharged for intoxication?.....
21. Have you ever taken the Keeley cure or any other cure for the liquor habit? If so when and where?

In accepting employment with the St. Petersburg & Moscow Railway Co., I warrant the foregoing statement to be true and correct.

Signature of Applicant

Analysis of urine to be made when applicant does not appear to be in robust health.

Specify Gravity? Color? Reaction?
Albumen? Sugar?

Remarks:
(Explain under this head any of the above diseases from which applicant has suffered.)
.....
.....

I have carefully examined the above named
and find that he does possess all of the requirements of health, in body, mind and special senses, necessary for the position for which he has made application.

Remarks:
.....
.....

..... Surgeon.
Date 190.. At

The	
St Petersburg & Moscow Railway Co.	
No.....	
APPLICATION	
—OF—	
FOR EMPLOYMENT AS	
At .....	.....
Dated 190..	.....
Entered Service 190..	.....
As .....	.....
Left Service 190..	.....
On Account of .....	.....
Number.....	.....
APPROVED:	
Head of Department.	
Entered .....	.....

Form.....

The St. Petersburg & Moscow Railway Co.

Record No.

OFFICE STAMP.

.....

SERVICE CERTIFICATE.

Impression copy
to be taken in
book kept for
that purpose.



This is to Certify That.....
has been employed in the capacity of
at.....in the.....DEPARTMENT
of the ST. PETERSBURG & MOSCOW RAILWAY CO.....DIVISION,
from.....to.....

Description, as filed with application, dated.....190....

Age,Height,.....Feet,.....in., Weight,.....lbs., Color of eyes,.....

Color of hair,.....Complexion,.....Style of beard,.....

Marks or Deformity

.....

.....
Signature of Person to whom Certificate is Issued.

.....
(Insert here Title of Official who is Author-
ized to sign the Certificate.)

Railroad Signal Lights.

Secretary: Next is report of the Committee on Railroad Signal Lights—C. S. Rhoads, Chairman.

Mr. Rhoads: Mr. Chairman and Gentlemen: At the last annual meeting your committee on the subject of Railroad Signal Lights felt that it reported pretty thoroughly with reference to the prospective changes in signal practice.

In passing the resolution, which continued the committee, or rather appointed a new committee to make report this year, the idea was, as your committee took it, to report at this meeting simply so as to keep the matter before the Association, and to keep the members informed on the development of the subject during the year.

Your committee has conferred with one another, through correspondence, during the year, and three members of the committee out of five being present this morning, we held a meeting of the committee prior to this meeting today, and all agreed that there would be no necessity for bringing in a written report, and the members of the committee requested me to make a statement with reference to what I knew as to the development and progress made during the year.

Our recommendation last year specifically mentioned the adoption of green for the clear night signal, and red for the danger signal. Since that time two of the large railway companies, namely, the Canadian Pacific and the Big Four have adopted that plan of night signals. The change is being made on the Big Four as rapidly as it can, one division at a time, beginning some three months ago. To the best of my observation and knowledge, both from inquiry among the officers as well as the employees, since we have made the change, show that every one seems to be thoroughly satisfied with the change that has been made. Our road runs through a great many large

towns and cities where there is a profusion of white lights, special electric lights. where, previous to the adoption of green for clear night signal in our fixed signals, our enginemen were at a loss, at times, to know whether they were taking the proper signal or not. Several of them have told me that they feel more secure now, since they can see the green, and know that they have the proper signal.

In addition to the adoption of green for the clear night signal, we have also adopted yellow for the distant or caution signal, which has so far given good satisfaction. This change was made after some practical tests, and possibly some of the members were present at some of the experimental tests, and can give some information as to their personal knowledge of them.

While only these two roads, so far as the knowledge of your committee goes, have made this change, I find by attending the meetings of the American Signal Club, as well as the meetings of the Central Association, a large number of roads are equipping their fixed signals with semaphore spectacles in such a manner that when they get ready to make this change, to make it standard and uniform among all roads, it can be made on short notice, and at the very minimum of expense. We find that there is a great lack of information of this subject.

We had a letter yesterday from General Manager Murphy, of the C. N. O. & T. P. Ry., who is member of this committee on Signal Lights, and he stated that he was thoroughly in accord with what the Big Four had done in making the change. He furthermore stated that he had postponed making the change on his system, owing to the cost of making the change.

I would say for the information of the members of this Association that, when the Big Four was getting ready for the new book of rules, which goes into effect September 1st next, this same subject came up, and seemed to be in the way of making the change; but a committee was appointed to make investigation, and report upon about what would be the cost to make this change, and on the system of 2,345 miles of roads. the committee found that it would be something less than \$2,000.00;

consequently the management approved of the change, eleven out of twelve operating officials voted in favor of making the change.

At our previous meeting, we made mention of the position signal in the form which is in use on The Boston & Albany Railway. There seems to be an objection to that form of signal, requiring three lights and the signal arm semaphore, whereas, we now have but one, clear as night signal. Personally, I think that the time will come when a signal will be perfected by which we can get signal at night from one lantern.

Another thing that came up in connection with this change, and that is the size of lenses as well as the shade of the different colors. A visit to the works of the Corning Glass Co., Corning, New York, where nearly all the lenses in this country are made, developed the fact that different railroads of our country vary greatly as to their requirements in the way of size of lenses, and a great many of them order without any definite knowledge as to whether they order a certain size or not, as well as shade of the different colors of lenses. We found that they manufacture twenty sizes of lenses, ranging from $2\frac{3}{4}$ inches up to 14-inch lenses.

In addition to that, different roads require different shades, especially of red and green lenses. There seems to be need of some change or uniformity in this line, so the Chairman of your Committee has prepared some figures along this line, which has been presented to our management with a view of having the subject of standard, both in size of lenses, and shades of different colors of lenses taken up with the Safety Appliance Committee of the American Railway Association. Our tests of the different lenses show that if you take two shades of red lenses, for instance, one with a light film, making it a light red, an enginemen approaching the signal can see the signal at least two miles, while the one with double the thickness of film, making it a dark red, can be seen, possibly, not more than one mile; so you can readily see how misleading it is to an engineman taking a signal to be a mile away, when it really may be

two miles ahead. This is liable to cause an accident at that point.

I am in hopes that this point will be taken up by the Association, and I think that it will be well for those who have made no tests along this line to take some observations for themselves.

In connection with the signal question, I feel that we might mention the subject of burners. There are numerous burners on the market for signal lamps, and careful tests have been made, of which Mr. Lawler, one of the members who acted upon that committee, and who is thoroughly familiar with their merits. I think that we can give you some good information on that point. My recollection is that there is a certain make of burners that shows a consumption of only one pint of oil in 53 or 54 hours, while other burners, in the same style of lamps, will consume a pint of oil in 29 hours. All of these facts, taken together, go to make some interesting figures on the railroad signal question.

I believe, as Chairman of the committee, that is all I can say. There are two other members of the committee here, and I have no doubt you would also like to hear from them.

President: Have any of the other members of the committee any remarks to offer?

Mr. Brimson: I would like to hear from Mr. Lawler.

Mr. Lawler: I gave laboratory tests as well as practical tests of the lenses, and we have adopted two lenses for switch-lights—one $4\frac{1}{8}$, and the other $5\frac{3}{8}$ inches. We use carbon oil exclusively; dispense with signal oil on account of cost.

We also use what is known as the convex burner. We found in laboratory tests that convex burners will consume one pint of oil in 51 ours, while another burner, which I could mention, would consume much more oil than that in that length of time.

I am not prepared to talk on this question, but I agree with what Mr. Rhoads has said, and we are very well satisfied with the change on the Big Four.

Mr. Perkins: I told the Chairman of this committee that I would present some figures in regard to the electric lights in signals; but the figures which I have, I am sorry to say, are not as complete as I desired to have them. They are, however, items, I think, that might interest some of you who have your own electric light plants.

In regard to electric light in signal, the objection that has always been made to electric light is its unsteadiness. In October of last year I put in a number of electric lights in block signals, and also yard switch stands, and the result has been extremely good. Even with our oil lamps in block signal we had occasional failures; one being blown out by engines whistling under them. I had to issue a bulletin, instructing our enginemen not to whistle under block signals at night except in cases of absolute necessity.

October 24, I put in some 32-candlepower lamps in our block signal. The lamp in block signal No. 11 burned out on May 15, 1900. That was only seven months from the time it was put in the socket. During that time the lamp had not been touched, and had only been out at night, on one occasion when it was out $1\frac{1}{2}$ minutes, while the belt was being shifted on the machinery. The lamp, for this seven months, was in steady service, twelve hours per night, and very careful watch kept on that lamp failed to detect any variation except on that one night on which it was out $1\frac{1}{2}$ minutes, while the machinery was slowed down for shifting the belt. I hardly think that I have ever had any oil lamps that showed a more favorable record than that.

Block Signal No. 10, the experience was not quite so good, owing to the fact that the first lamp put in was slightly defective. It was replaced on November 22 with 16-candlepower by a lamp of a different make. We made estimate of what would be the life of that lamp, and the lamp burned every night up to March 15, when we took the lamp out a few days ahead of what we thought would be its actual life, and put the lamp in our machine shop so as to observe its actual life, and it

burned for about a week after we took it out. That was a record of about four months.

In our ground switch stands I put one of 16-candlepower lamp in a puzzle switch. At another of our yards where the usage would probably be harder than at any other point, trains are going over that puzzle switch in three different directions almost continuously, and I think that if the films in the lamps could be effected by the jar of trains, they certainly would be there, but I found the result very good. The first lamp was not satisfactory, and was replaced November 7, 1899, and it was never out during the night during the twelve hours, when we had it in use, until March 15, when the lamp burned out. That was in a little over four months.

The figures which I had booked in regard to the cost of maintaining and installing electric lamps as against oil lamps, show a decided saving in that they need no lamp-lighters, and the lenses very seldom need polishing, because there is no smoke. There is no danger of them being blown out or affected by weather conditions. Where the railroad company owns the electric plant the actual cost of operating it is very light, and still I say that I have not completed my figures. The only question as to whether they are more economical than oil lamps depends on the cost of installing them, and the length of the wires to be run.

I find that all of our enginemen and trainmen like the electric lamps in the block signal very much. They say that they can see them a great deal farther than they can the oil lamps, and that they are always very much clearer.

President: You have heard the report on Railroad Signal Lights. What is your pleasure?

Mr. Whittelsey: I move its adoption.

Seconded by Mr. Bender, and carried.

Charge for Passenger Equipment Loaned.

Secretary: The next on the call is the report of Committee on the Charge for Passenger Equipment Loaned. J. R. Cavanagh, Chairman.

Secretary: I have report of the committee which reads as follows:

Indianapolis, Ind., July 16, 1900.

To The Central Association of Railroad Officers.

Gentlemen: Herewith please find rules governing charges to be made on passenger equipment rendered by one road to another, in the absence of special agreement by parties interested; as recommended at the last meeting of our Association, and submitted by your committee to the American Railway Association Car Service Committee.

We have failed to receive anything from said committee beyond the fact that they had received our suggestions, and they would be considered.

It is with gratification, however, that your committee can report that the American Railway Association have already incorporated two of these rules in their list, and the rest of the subject has been referred back to the Car Service Committee of that Association.

A copy of these proposed rules was also sent to one of the committees, upon his personal request to the Chairman of your committee, with a view of getting further action on the rules at the next meeting of the American Railway Association.

The proposed rules have also been submitted to the Railway Transportation Association for consideration at their annual meeting at Detroit, July 18. I do not see that this Association can do anything more than carry the matter over until next year, and report results at that meeting.

Respectfully submitted,

J. R. CAVANAGH, Chairman,

C. C. RILEY,

M. L. AKERS, Committee.

**Rules Governing Charges to be made on Passenger Equipment
Rented by One Road to Another.**

(IN THE ABSENCE OF SPECIAL AGREEMENT
BY PARTIES INTERESTED.)

Rule 1. (A) The per diem charges on passenger equipment borrowed shall be \$5.00 per car per day for coaches, chair cars, parlor cars, combination passenger cars and postal cars which are used exclusively in mail service as railway postoffices.

(B) The per diem charges for baggage cars, express cars, combination baggage and express cars, combination baggage and mail cars, and mail storage cars, shall be \$3.00 per car per day.

(C) The minimum charge for loaning passenger equipment shall be \$1.00 per car so loaned to cover expense of handling.

(D) The borrowing road will assume all switching charges necessary to get the car from lending road to borrowing road and return, except as may be agreed upon by the roads interested.

Rule 2. When necessary to haul equipment dead head from point of storage to point of delivery, the lending road shall be entitled to a charge of five cents per car per mile in each direction for forwarding such equipment in addition to the per diem charge. Before cars are moved, however, the lending road shall notify the borrowing road that it will be necessary to haul cars from point of storage, stating distance, and shall receive the acceptance of the borrowing road to this additional charge before moving cars. Where the lending road has moved cars, and order is cancelled before delivery to the borrowing road, the latter will pay the minimum charge, plus any dead head mileage that may be incurred.

Rule 3. In computing the time to be charged for the total time that the cars are on the borrowing road shall be reduced to hours, and the number of hours divided by 24; the result will be the number of days for which the bill shall be rendered.

When the number of hours divided by 24 results in a fraction of a day, the fraction, if less than 12 hours, will not be charged for; if 12 hours or over, it will be charged for as one day.

Rule 4. Roads making request for passenger equipment should specify time and place at which cars should be delivered. If lending road makes delivery before time specified, it will be understood it does so to suit its own convenience; the per diem charge not to commence until the agreed hour.

When cars are delivered after hour specified, the time on the borrowing road shall commence at the time delivery is actually made. In case no time is specified by the borrowing road, per diem shall commence at the time delivery is made by the lending road.

Rule 5. When delivering cars, lending road shall notify borrowing road the hour and date cars are placed on transfer.

J. R. CAVANAGH, Chairman.

C. C. RILEY,

A. J. DAVIDSON,

L. W. BERRY,

M. L. AKRES,

Committee.

President: You have heard the report of this committee. What shall be done with it?

Mr. Whittelsey: I move that the report be received.

Seconded and carried.

Expense for Transferring Carload Freight at Junction Points.

Secretary: The next subject on the call is the report of Committee on Expense for Transferring Carload Freight at Junction Points. Mr. F. L. Tompkins is Chairman of that committee.

Mr. Tompkins: I will ask the Secretary to read the report.

The Secretary read the report as follows:

Peoria, Ill., April, 27, 1900.

O. G. Fetter, Esq.,

Secretary Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: The committee appointed at the annual meeting in 1899, on the following resolution, "That it is the sense of this Association that a uniform practice should obtain in the matter of expense of transfer of carload freight at all junctions, and that the matter be referred to the Central Association proper at its coming annual meeting, they in turn to refer it to the American Railway Association," begs leave to report as follows: "That it is the opinion of your committee that the receiving line should do the transferring, and stand the expense of same unless some special agreements between the lines are made."

So far as your committee can learn, there has been no action taken by either the Central or Western Associations, although the matter has been informally discussed at different times.

F. L. TOMPKINS, Chairman,

A. T. PERKINS,

G. W. BENDER,

Committee.

President: You have heard the report of this committee. What is your pleasure?

Mr. Zion: I move the adoption of the report.

Seconded and carried.

President: I would like to ask you, Mr. Tompkins, if you were in correspondence with any of the committee of the American Railway Association?

Mr. Tompkins: No, sir; we were not. My understanding was that we were to make report to this Association, and this Association was to refer it to the American Railway Association, so we took no further action than to formulate our own report.

President: I believe that is an important thing, and that it is desirable that there should be uniformity all over the country,

from east to west, and from north to south, on the transfer question. I believe that it should be referred to the American Railway Association with an urgent request that some action be taken at the next meeting.

Mr. Whittelsey: Is it intended to include in this action the cost of transferring cars, or simply to fix the responsibility of transferring the cars at Junction points?

President: I will say for your information, Mr. Whittelsey, that the question to be settled in this transfer matter is as to which line shall pay for the transfer, the receiving or the delivering line. The opinion, generally, over the country as to the practice seems to be in favor of the receiving line paying the transfer; but as it happens, in some localities, the delivering lines pay for the transfer, and in other localities the receiving line pays it. Now, if a railroad happens to pay for it when receiving the freight, and when it delivers the load again, it works a hardship on that road.

Mr. Whittelsey: I move you, Mr. President, that it is the sense of this Association, that in the absence of any agreement between the parties, the receiving line shall stand the cost of the transfer.

Seconded by Mr. Bender, and carried.

Mr. Perkins: I understand some figures have been gotten up which show a little over four fifths of the cities from which requests for information were made are in favor of the receiving line paying for the transfer. It seems to me that there are two parts to this question: First, the cost of transferring transferable commodities; second, the transfer of nontransferable commodities. At nearly every junction point there are agreements as to what is to be regarded as nontransferable commodities, and those commodities should be transferred under only two conditions: First, if the cars are in proper shape to run through, the responsibility should be on the receiving road; second, if the cars are not in shape to run through, the responsibility should rest on the delivering line. In that case, there has

got to be an agreement between the two roads interested, as to who shall be responsible.

President: It seems to me that Mr. Whittelsey's motion would cover that point; that in the absence of an agreement the receiving line shall pay for the transfer.

Mr. Galloway: What has become of the recommendation of the committee, *that the receiving line shall pay for the transfer*; that is, the recommendation of the committee.

President: Our first action was simply receiving the report. Now, if you want to take action, approve the recommendation of the committee. I think that Mr. Whittelsey's motion is in order.

Seconded and carried.

Handling Oil Tanks When Same are on Fire or in Wrecks.

Mr. Brimson: If new business is in order, Mr. President, I would like to offer a motion.

President: You are in order.

Mr. Brimson: I desire to say that on the morning of July 4, 1900, a railroad in the East had an oil tank, containing refined oil, on their main track where it was run into by an engine. This collision, aside from derailing the car, started a leak from the tank, and set fire to the escaping oil. This accident occurred near the shops of the company, and in close proximity to other valuable property, and for this reason the shooting of the tank was thought to be ill advised.

The General Superintendent, in his anxiety to clear his main track, after several efforts to rerail the car, decided to turn it over, and after getting a chain around the burning tank gave it a pull with an engine. The tank exploded the moment it was moved, killing the General Superintendent and seven others.

As more or less of these tanks are being handled by all of us, we are liable to be caught in the same predicament.

I therefore move that it is the sense of this meeting that

each Division of the Central Association take this matter up, with a view of ascertaining the best method of handling loaded tanks under similar conditions to the one cited. Also to ascertain the action of different oils, the tanks of which may be on fire.

Mr. Whittelsey: Mr. President, I desire to second that resolution.

President: It seems to me that the way to handle this matter is to have each Division appoint a committee to investigate this very important matter, and then at some subsequent meeting we can exchange views.

Carried.

Reading of Papers.

Secretary: Reading of papers comes next, and the first one on the program is "The Railroad Tramp."

President: Is Mr. Willard present?

Secretary: He was, a few minutes ago.

Mr. Brimson: Assuming that all members here have been furnished with the different papers to be read, other than Mr. Willard's, I move you, sir, that the reading of the papers be dispensed with, in order to save the time of reading.

Seconded, and a rising vote showed:

Aye..... 9

Nay 13

Mr. Whittelsey: I would like to say that I have seen but three papers out of the list, and I have not had time to read but one of them. It seems to me that we are making a great mistake in skimming through this so fast.

Mr. Bender: I have seen four papers.

President: I have only had time to read three of them myself. I would like to hear them read.

Mr. Galloway: To hear these papers read, and find out something about the subject, is just what we are here for.

Mr. Riley: As a writer of one of these papers, I would like to have the reading dispensed with. The reason these papers are printed and distributed is for the purpose of reading them, and then come here and discuss them. If the members have not read them, it is their fault.

I take it that this paper (holding up and referring to his own paper) has been distributed and read. It will take an hour to read this paper. It is the usual custom to proceed right to the discussion of the paper without reading.

Mr. Whittelsey: Mr. Riley's paper being of a technical nature, there are good reasons why we should not read it; but I think that the other ones ought to be read before discussion.

President: I think that Mr. Riley's paper has gone the rounds of the entire Association, and I know has been read with a great deal of interest. The subject has been very ably handled by Mr. Riley, and I do not think that he will feel that it is any discourtesy to proceed to the discussion, as we have all read it, and largely digested it.

I will put the motion which is that we omit the reading of Mr. Riley's paper on the tonnage question.

Carried.

President: This is a subject that should not be treated lightly. I think that it would be a good thing for us to read the first paragraph. Well, I think that it would be a good thing to read the first page. Mr. Riley, will you kindly read the first page of your paper?

Some Observations on the Tonnage Rating of Engines.

BY CHAS. C. RILEY, S. C. S., B. & O. S-W. R. R. CO., CINCINNATI, O.

"On the human imagination events produce the effects of time. Thus he who has traveled far and seen much is apt to fancy that he has lived long, and the history that most abounds in important incidents soonest assumes the aspect of antiquity."

When we call to mind the rapid strides that have been made in the present century in perfecting means of transportation, the invention of the locomotive by Stephenson seems a thing of the remote past. Still the time from its inception to the present can be spanned by a single human life.

The early railroad managers had, no doubt, their difficulties to overcome and their problems to solve, but that of economical transportation did not occupy the prominent place it does today. The reasons are obvious. Rates were uniformly good and competition was not great.

During the past few decades the cheapening of the cost of production in all lines of industrial development has been most marked, and it is a source of satisfaction to know that the American railroads have kept abreast of this progressive tendency.

One of the questions that has occupied a most prominent place in the minds of railroad managers is: How can the cost of transportation be reduced to offset the steady decline in rates?

To bring about this end, roadbeds have been improved, lines straightened, grades reduced, heavier motive power purchased, and methods devised to attain the maximum of engine efficiency.

The last-named factor will be more nearly attained in the placing of the maximum train load in the minimum space and in the rating of locomotives on a tonnage basis.

HISTORICAL DATA.

In view of the fact that for many years before the rating of engines on a tonnage basis was ever thought of it was customary, in drawing the specifications for new locomotives, to design them to pull a certain number of tons, and in the light of our present knowledge it seems strange that some better method of securing greater engine efficiency was not sooner discovered.

Various reasons have been assigned for this failure. It is claimed that in former years the necessities of economical administration were not so manifest as at the present time, as there were wider margins then between earnings and expenditures than now.

It is said, too, that the freight equipment of a dozen or more years ago was of more uniform size than that of the present day. This is not altogether true, as an examination of old equipment lists shows that roads had their large and small cars then as now.

The tonnage method of rating locomotives was first adopted by the Mexican Central Railroad 1884, and has been in continuous use on that line for more than sixteen years.

The scheme apparently did not meet with much favor, as five years elapsed before another road began to figure upon adopting it. In 1889 Mr. C. H. Cannon, Superintendent of Car Service of the Great Northern Ry., drew up in detail a plan for the rating of engines on a tonnage basis. This was experimented with in that and the following year, but tonnage rating was not adopted on that road until August, 1894.

Mr. John Campbell, of the Intercolonial Railway of Canada, also made some experiments along these lines in 1891, but it was not until the next year that the scheme was adopted. In this same year, 1892, Mr. M. S. Connors, of the Hocking Valley Ry., established the tonnage rating on that line. Mr. J. F. Boyd, General Superintendent, adopted the system for the Cumberland Valley R. R. in 1894. Since this last date the value

of the new system was more generally recognized, and it was rapidly put into use by other lines.

When the change of engine rating from a car basis to a tonnage basis was first agitated, the results sought to be accomplished were to get greater service out of the motive power and more nearly equalize the train load. Under the car basis the allotted number of cars on one day would perhaps cause the engine to stall and to double grades, while the same number of cars on another day would constitute but a small percent of the load the engine was capable of handling, thus demonstrating the necessity of a better method of engine rating.

The Great Northern Railway, in a series of experiments, discovered that they were getting but 42 percent of the hauling capacity of their engines rated on a car basis. Other roads were similarly situated. It was to prevent this extraordinary waste of power and to correct the inequalities of the car basis that the method of rating was changed.

It was but a short time after engine rating was changed from a car basis to a tonnage basis that the possibilities of the great amount of information that could be secured from the ton mile statistics became manifest. In fact, so great are those possibilities that it can be truthfully said that, as far as the statistical side is concerned, the rating of engines on a tonnage basis is still in its infancy.

Prior to the adoption of the tonnage rating nearly all statistics were based on the train mile or the car mile. Experience has demonstrated that this basis was far from a correct one, but being the best at that time available it was generally used. On those roads using the tonnage rating for engines the car mile has given way to the ton mile as a basis for compiling statistics, and while it can not be said to be absolutely accurate, it is much more nearly perfect than any other method heretofore used.

The Mexican Central Road being the first to change from the car basis to the tonnage basis, was naturally the first to adopt the ton mile as its basis for statistics. Although they have made such changes as their experience demonstrated as

being desirable, Mr. F. W. Johnstone, Superintendent of Motive Power and Machinery of that line, who has charge of this branch of the service, advises that the system is practically the same as that put into use in 1884.

Among other things the ton mile is at present used as the basis on which is figured the cost of fuel, stores, wages, repairs, caboose supplies, and the rank of engines, enginemen and firemen, as regards engine efficiency utilized and time consumed on runs.

LACK OF UNIFORMITY.

One of the most striking things about tonnage rating is the woeful lack of uniformity in the methods used by the different roads. On most lines the principle is applied to revenue earning freight trains. On some roads passenger trains, work trains, helpers and switching trains are included, while on still others only through freight trains are built on the tonnage plan.

As the performance of engines handling work trains can be ascertained with reasonable accuracy, there seems to be no good reason for rating them on other than a tonnage basis. It is becoming apparent that for passenger engines the ton mile is a much more accurate and constant basis on which to figure the cost of fuel, supplies, wages, repairs, etc., than the engine mile.

The consensus of opinion at the present time is against the application of tonnage rating to switch engines. This apparent unanimity, however, has not deterred those from putting into practical operation what they consider a correct principle.

As switch engines have always been credited with an arbitrary number of miles each day in order to have something against which to charge cost of wages, supplies, etc., it is claimed that an arbitrary ton mileage can be made more nearly to approximate the actual performance than an arbitrary engine mileage. No satisfactory method of doing this has yet been presented.

In building trains it is the practice of most roads to include the weights of all cars behind the tender. Some roads include

the tender and caboose. Other roads include the weight of the engine itself, while still others take no account of either engine or caboose. Mr. Quereau, of the D. & R. G. Ry., very ably advocates including the weight of the entire train in tonnage statistics, as in no other way, in his opinion, can a just comparison be made between lines with heavy grades and those with light grades. He cites the fact that on roads over mountains where the grades are heavy the engine and caboose will average from 20 to 35 percent of the weight of the entire train, while on roads having light grades the weight of the engine and caboose will average only nine or ten percent of the total weight of the train. While it may be desirable, from a motive power standpoint, to include the weight of the engine in tonnage statistics, in order to give that department a credit against which to charge expenses for engines running light, it is thought unnecessary and undesirable, from a transportation standpoint, as what we desire to know is: What weight behind the tender is the engine capable of moving?

As Mr. Cole, of the Lehigh Valley, so concisely states, an engine as such does not exist unless it can haul something more than its own weight, and its rating, therefore, is not its ability to move itself around, but must of necessity be the tonnage that it can haul outside of its own weight, and its only value lies in the tonnage that it can haul exclusive of its own weight.

This is a side light of one of the phases of this many-sided question. Experience may demonstrate the necessity of keeping this information at some future time as a part of our statistics.

There is a marked difference of opinion among many roads as to what constitutes a train mile. Until a common understanding is had, there can be no comparisons between lines whose definition of the term is not the same. On some lines train mileage and engine mileage are synonymous. Some roads count light engines, engines and cabooses and helper engines as trains. Other roads count a part of these and exclude the other part; while still others do not include them at all. On most lines

train mileage and engine mileage are considered as two separate and distinct things. This is without question the correct way to consider them. Both items should be kept.

Until a more uniform system is adopted the plan now in use by Mr. Cavanagh, of the Big Four, will more nearly meet the requirements of those desiring to make comparisons. On his statistical report he separates the engine mileage into train mileage, light engine mileage, engines with cabooses, double head and helper engine mileage, so that the official of any line desiring to compare his figures with those of the Big Four has only to add the different items together and compare with his method of getting the same result.

There is a wide difference of opinion as to what constitutes the correct basis on which to estimate engine performance. Some roads use as a basis the total tons moved one mile; some the tons handled over the prevailing grade; some the tons hauled into and out of terminals; while a few roads use all three of these. Still other roads use as a basis the tons handled in the direction of prevailing traffic. No basis should be considered of much importance which does not have as its foundation the total tons moved one mile in each direction. The basis of compiling statistics on the direction of prevailing traffic is not applicable to all lines, as, on a number of roads, particularly in the east, it is frequently the case that twice as heavy a train of loaded cars can be hauled in the direction of prevailing traffic as empty cars can be hauled in the opposite direction. In other words, it is often necessary to move power light in the direction of the prevailing traffic to take empty cars back.

The tons handled into terminals and out of terminals as a basis of compiling statistics has but little merit, and should not be used for this purpose, as statistics compiled from this source can not be accurate. Some roads use this information; *i. e.*, tons into and out of terminals as a check by the division officers on the train load.

There is a lack of uniformity in many details. The unit of

load may be taken as an instance. Most roads use the ton, or 2,000 pounds, as the unit of load, but some roads use 100 pounds and others use 1,000 pounds as the unit. Up to July 1, 1899, the B. & O. and B. & O. S-W. roads used $6\frac{1}{2}$ tons as the unit of load, but this was discontinued for the sake of uniformity. Inasmuch as the weights of cars delivered by one road to another are accepted by the receiving line, it is essential that a common unit of load be decided upon in order to facilitate the interchange of business and minimize errors.

There is a great disparity among roads in the building of trains, particularly in the weights of cars. Some roads use actual weights of empty cars, while others use arbitrary weights independent of the stenciled weights on cars. Some roads make no allowance between trains composed of loaded cars, and those composed of empty cars. Some roads, when handling trains composed of both loaded and empty cars, allow, in addition to its arbitrary weight, an additional weight for each empty car. Allowances for weight of freight in merchandise cars vary from one to six tons. The Railway Transportation Association decided that four tons was more nearly the correct figure.

CAN COMPARISONS BE MADE BETWEEN ROADS?

The consideration in detail of the lack of uniformity in the methods of different roads in their treatment of this subject naturally suggests the question: Can the operations of different roads be compared on an equitable basis, and would such a comparison be desirable?

Were this question at this time left for decision to the operating officials they would decide almost unanimously in the negative. The reasons for this are quite evident.

No two roads apply the tonnage system in exactly the same way. This in itself would make a comparison of little value, even if all other conditions were the same. Before making comparisons we must take into consideration the motive power and equipment of the roads to be compared; the kind of coal

used, whether anthracite or bituminous; the grades of freights handled, whether cotton, furniture, and other commodities of similar light weights, or pig iron, ores, coal and lumber; the quality of water used, whether the minimum amount of coal will evaporate a gallon, and whether the engine can run the maximum length of time without washing out, or the opposite; the grades to be overcome; the speed to be maintained.

If the class of freight requires fast time the rating of the engine must necessarily be reduced; whereas, if the freight can be handled on a slow schedule the engine performance will be materially increased.

Some localities are much more subject than others to constant and heavy winds; some to dew, fogs and frosts by reason of proximity to large bodies of water; others to snow and long-continued cold; still others have sandy soil, or soil that easily pulverizes and permeates the journals and bearings, thus requiring additional energy to overcome added friction. All of these conditions must be considered and due allowance made before we can compare the operation of railroads in such localities with those in more favored regions.

In comparing the results of operation we will naturally desire to compare the cost of operation, but in attempting this we are confronted in the very beginning with the discovery that all roads are not agreed as to what data should be considered.

Until we have some common unit from which to start our comparisons will be of but little value. Under these conditions, then, operating officials do not look with much favor upon this proposition. It would, of course, be absurd under present methods to compare a road like the B. & O. S-W. with a southern road of equal mileage where, on the one hand, the first-named road is equipped with new and powerful machinery, with cars of carrying capacity of 30 and 40 tons, and whose traffic consists for the most part of heavy commodities, such as coal, stone, ore, lumber, grain, brick, etc., while, on the other hand, the second road has antiquated engines and cars, and whose

traffic consists of cotton, tobacco and like commodities, which moves as a rule in one direction.

The different methods employed by the roads using the tonnage plan have been brought out as prominently as possible in the foregoing paragraphs to better demonstrate the necessity of adopting a uniform system of compiling tonnage statistics.

Notwithstanding the fact that we know full well that by the use of present methods just comparisons can not be made, and while we may even think that comparisons are not desirable, feeling assured that we can accomplish on our line what can be accomplished on another road if conditions are equal, yet, as Mr. Crombie, of the Pere Marquette, very pointedly says, railroad managers and financiers interested in railroad properties have always made comparisons between different railroads, and will continue to make comparisons, and they will not ask our permission to do so.

They will, however, ask us to explain all differences, and to give reasons for unfavorable showings. It, therefore, behooves us to install system where now confusion reigns, and to adopt a uniform practice in the treatment of all the different phases of this question.

HOW SHOULD RATING BE ESTABLISHED?

It will be necessary to reconcile many differences of detail before there can be put in general use a common method for the establishment of engine rating. One question that is causing no little discussion is: How should the weight of cars be ascertained?

The most accurate plan would, of course, be to weigh each individual car, but at the present time this is not practicable, although some roads use automatic scales in their larger yards for this purpose. Nearly all roads make allowance for empty cars, length of train, etc., but each road so doing seems to be a law unto itself, as but very few of them make these allowances in exactly the same way. Some roads use the light weights of cars and the billed weights of their contents. Other roads use

arbitrary weights for both loaded and empty cars, the length of the car, the height of load and class of freight determining the weight to be taken.

Some roads allow each empty car an additional arbitrary weight when the empties in a train exceed a certain number.

On the B. & O. S-W. R. R., when the tonnage system was first put into use, the rule was that when a train consisting of empties, or of part loads and part empties, had ten or more empty cars, each empty was estimated at 15 tons, regardless of the actual weight shown on way-bill, but if the train had less than ten empty cars the actual weights were taken.

Other roads allow an arbitrary weight for each empty car in the train, regardless of the number, but allow nothing for lightly loaded cars.

At the St. Louis meeting of the Railway Transportation Association Mr. Cole referred to this practice as follows: "A great many roads make allowances to the engine in some form or other for empty cars. The practice varies very much, and it is also a variable quantity as to grades. It is the custom of some roads to make a six-ton allowance for an empty car; others make four tons, and others have still different figures. I do not think that meets the requirements, insomuch as it does not go far enough. As you all know, you may have a standard box car weighing fourteen tons, with four tons of freight in it. You would charge that, of course, as a loaded car, and at a tonnage of eighteen tons. The very next car you put into the train is an empty refrigerator with a lot of ice in the bunkers and pretty well water-soaked, as they usually are, and weighing twenty-one tons; yet you arbitrarily raise the weight of that car because it is empty to twenty-five or twenty-seven tons. In that practice are we not developing, or taking into our accounts, as well as into our actual loading of engines, a vast and serious error based upon mistaken or inaccurate premises?"

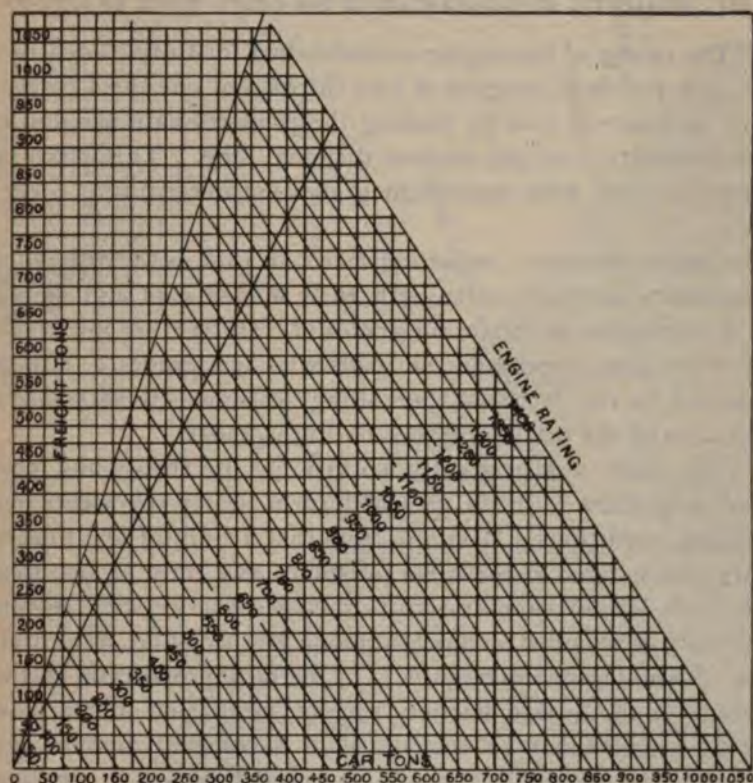
The logical conclusion, then, is, that roads using any of these methods are basing their calculations on very unstable foundations.

A number of roads make no allowance whatever for empty cars. The B. & O. S-W. is one of these roads. Our reason for making no allowance is, we have a train limit of sixty cars. The weight of this number of empties will not equalize the rating of our heavy locomotives.

The frictional resistance of empty cars having been demonstrated to be 30 percent greater than loaded cars, it is quite plain that this practice is wrong, as are the others named.

A great many formulæ have been prepared to determine the number of tons an engine can haul, and to show the relation of empty to loaded cars in the train load.

The results obtained from these formulæ having been verified or changed by practical tests, are put in the form of graphic charts by a number of roads, and placed in the hands of yardmasters and conductors for their guidance in building trains. There is a great variety of these charts, some roads having a different one for each class of grade; other roads showing variation for different grades on one chart. Examples of these different kinds are given below. The first is that of the Northern Pacific Railway, and was kindly furnished me by Mr. E. H. McHenry, Chief Engineer of that line.



ENGINE RATING CHART, NORTHERN PACIFIC RAILWAY.

INSTRUCTIONS FOR USE.—Read tonnage rating on diagonal lines at intersection of horizontal line of freight tonnage with vertical line of car tonnage; if above or below the required rating, subtract or add the necessary number of tons to make it correspond.

EXAMPLES.—The following tonnages all intersect on the same diagonal line, and therefore all correspond to the same engine rating of 900 tons:

Freight tons.	Car tons.	Freight tons.	Car tons.
600	300	200	560
400	430	0	693

The yardmaster finds that he has 400 freight tons and 400 car tons in a train, which, by the chart, corresponds to an engine rating of 860 tons. If the required rating is 840 tons, he will drop 20 tons from the train, or if the rating should be 900 tons, he will add 40 tons to the train.

Mr. McHenry, in explanation of the chart, wrote as follows:

"The rating of the engine is established for fully loaded cars with live and dead weights of two thirds and one third respectively, as you will note by reading the proportionate weights at their intersection on the interior diagonal line. This chart is for use on roads with maximum grades not exceeding 0.5 per cent.

"Grades are a very important factor in this, as the difference in resistance between trains with fully loaded cars and empty cars is negligible on mountain grades of 116 feet per mile, and is of the utmost importance on roads with low grades. This is explained by the fact that the rolling resistance is so small a proportion of the total resistance on high grades.

"The chart was originally worked out by theory and corrected in practice. In its present form it nearly represents our operating conditions. You will note that a train of 684 tons of empty cars is rated at the same resistance as a train of 900 tons with fully loaded cars, and this is in accordance with results previously ascertained on our Minnesota Division and other divisions of similar characteristics. A certain proportion of the resistance due to axle friction, impact, oscillation and atmospheric resistance may be considered as a constant amount per car regardless of weight, which, if granted, makes it obvious that additional weight in the car acts as a larger divisor for such resistance, thus reducing the resistance per ton."

The diagram given below is in use on the Mexican Central Railway.

Mr. Johnstone explains the diagram as follows:

"In arriving at what the engine should haul over a maximum grade, we determine what the engine will haul with cars fully loaded, and use this as a starting point in making up the number of cars and weight of train.

"The vertical lines show gross tons and the equivalent in loaded tons. These are tons of 2,200 lbs.—1,000 Kgs.

"The diagonal lines running from the left edge of the diagram to the bottom line represent the ruling grade on different sections of the road, while the lines diverging from the lower left-hand corner represent the tractive force of the engine; intersections show the tonnage which each engine will haul over the given grade.

"The tonnage hauled by the engines shown in this diagram does not include the weight of the engine, as the diagram was made up to represent the train only, and was worked out in the following manner: The vertical lines were first laid down, then the train which our heaviest engines would haul over, say, a three percent grade, was determined, and a dot made on the vertical line, corresponding with this weight of train. The same process was gone through with one of the lighter engines on the same grade, and a corresponding dot made on the vertical line. These two dots were then joined by the diagonal line, representing the grade of three percent, and the tractive power of the other engines intervening figured out to check the line off.

"You will see that the diagonal lines are not parallel with each other. This is due to more powerful engines hauling a larger train in proportion to their weight than the lighter engines, the object of the table being simply to facilitate reading off the amount which any engine on the system will haul over any grade. This makes a very convenient sheet for reference, and answers the purpose of the more voluminous rate sheet book."

While a great many roads have rated their engines theoretically, it has been proven that a formula based on theory alone

is of but little value except as the starting point of a series of practical tests. The reasons for this are not hard to find.

In preparing a theoretical formula we assume that ideal conditions exist as regards roadbed, motive power and equipment, which is not always the case.

In figuring on the rating of engines we have to take into consideration grade resistance, speed resistance, curve resistance, atmospheric resistance and friction. All of these are variable quantities, and, according to good authority, grade resistance is the only factor in train resistance which can accurately be determined from the data in our possession.

Mr. Johnstone, of the Mexican Central Ry., has prepared some tables showing the total resistance per ton of trains running at different rates of speed over various grades, with curves compensated. He found that on level track the resistance of trains running fifteen miles per hour is 7.41 pounds per ton; on one-half percent grade, resistance is 17.16 pounds; on one percent grade, resistance is 26.91 pounds; on two percent grade, resistance is 46.51 lbs.

On level track the resistance of trains running thirty miles per hour is 11.23 pounds per ton; on one percent grade, resistance is 30.75 pounds; on two percent grade, resistance is 50.23 pounds per ton.

For the past few years a great deal of study has been given to speed resistance and to the determination of the increased cost of handling freight due to increased speed, it being a well-known fact that as the speed of an engine increases, its hauling capacity decreases.

The usual method of ascertaining the cost of hauling a train at different rates of speed is to take as a basis the cost of hauling 1,000 tons one mile at the rate of speed at which the greatest engine efficiency can be utilized at the smallest relative cost. The minimum rate of speed, as determined by different roads, varies from 12 to 18 miles per hour.

In the Railroad Gazette of March 2, 1900, there appeared an article on the "Speed Resistance of Trains," in which Mr.

E. H. McHenry, Chief Engineer of the Northern Pacific Railroad, is liberally quoted.

The table given below was copied from the Railroad Gazette of date named, and is as instructive as it is interesting, showing in detail the resistance, tons hauled, cars hauled, cost per car mile and cost per train mile of a train run at different rates of speed :

Northern Pacific Ry., Minnesota Division—First District.

Statement showing cost of transporting cars at different speeds, engine developing 400 horsepower.

Westbound.						Eastbound.					
Speed in miles per hour.	Rolling friction and grade resistance in lbs. per ton.	Total resistance in lbs.	Gross tons hauled.	No. of loads of 30 tons each.	Cost per car mile. Cents.	Cost of equivalent train miles. Dollars.	Rolling friction and grade resistance in lbs. per ton.	Gross tons hauled.	No. of loads of 30 tons each.	Cost per car mile. Cents.	Cost of equivalent train miles. Dollars.
15	6.6	10,000	1,050	32	1.87	0.60	4.2	* 1,470	46	1.3	0.60
16	6.8	9,375	1,050	32	1.87	0.60	4.4	1,470	46	1.3	0.60
17	7.0	8,823	1,050	32	1.87	0.60	4.6	1,470	46	1.3	0.60
18	7.3	8,333	1,050	32	1.87	0.60	4.9	1,470	46	1.3	0.60
19	7.6	7,895	1,059	31	1.93	0.62	5.2	1,470	46	1.3	0.60
20	7.9	7,500	919	28	2.14	0.686	5.5	1,464	42	1.43	0.657
21	8.2	7,143	871	26	2.31	0.739	5.8	1,231	38	1.58	0.726
22	8.5	6,818	802	23	2.61	0.835	6.1	1,118	34	1.76	0.812
23	8.8	6,522	741	21	2.86	0.914	6.4	1,019	31	1.94	0.89
24	9.2	6,250	679	19	3.16	1.011	6.8	919	27	2.22	1.022
25	9.5	6,000	631	18	3.33	1.067	7.1	815	25	2.40	1.104
26	9.9	5,770	588	16	3.75	1.20	7.5	709	22	2.73	1.265
27	10.3	5,565	539	15	4.00	1.28	7.9	703	20	3.00	1.38
28	10.7	5,367	500	13	4.62	1.477	8.3	645	18	3.33	1.533
29	11.1	5,172	466	12	5.00	1.60	8.7	594	17	3.53	1.674
30	11.6	5,000	431	11	5.45	1.745	9.2	543	15	4.00	1.84
31	12.0	4,839	403	10	6.00	1.92	9.6	504	14	4.29	1.971
32	12.5	4,687	375	9	6.67	2.133	10.1	464	12	5.00	2.30
33	13.0	4,545	350	8	7.50	2.40	10.6	430	11	6.45	2.509
34	13.6	4,412	324	8	8.57	2.76	11.2	394	10	6.00	2.76
35	14.1	4,296	304	7	8.57	2.743	11.7	386	9	6.67	3.067

NOTE.—From actual tests the rolling friction, at a speed of 21 miles per hour, is found to be 7.0 lbs. per ton, and the average grade resistance + 1.2 lbs. per ton for westbound traffic, and — 1.2 lbs. per ton for eastbound traffic.

The variation in rolling friction for different speeds are taken from Wellington's diagram, showing resistance per ton for loaded cars

$$\text{NOTE: Horsepower} = \frac{\text{Speed (in miles per hour)} \times \text{Traction (in pounds)}}{375}$$

The Railroad Gazette quotes Mr. McHenry as follows:

"The principal effect of high speed is the great consequent reduction in the carrying capacity of the train, and the value of this is so many times in excess of all the remaining factors that they may be disregarded without appreciable error. . . . As the train resistance also increases with speed the reduction in train length and weight increases in a still higher ratio. . . . The percentage of total developed power absorbed in moving the engine also increases very rapidly with higher speeds and shorter trains.

"This is strikingly illustrated in the tabulated statement of the engine rating on the Minnesota Division, in which the train of thirty-two loaded cars at 18 miles an hour is reduced to seven cars at 35 miles an hour. At the higher extreme 4.6 trains are required to transport equivalent tonnage, the effect of which on cost of transportation is sufficiently apparent. In this particular case the economical tonnage rating and speed for engines with 55,500 lbs. on the drivers and of 400 horsepower is 1,050 tons at 18 miles an hour westbound and 1,470 tons at 19 miles an hour eastbound. Adhesion is fully taxed at 18 miles an hour westbound and 19 miles an hour eastbound, so no gain in tonnage rating can be secured by reducing the speed below these rates, and any increase in speed above what may be called the "critical rate" requires the transformation of a certain proportion of the available horsepower into speed instead of traction, and a rapidly increasing loss in tonnage rating must follow.

"There are additional expenses incidental to high speed, such as loss of time, additional track maintenance and other items, but, as previously stated, these are of minor importance. Regarding the amount and cost of loss of time, I may note an item usually overlooked and quite distinct from the additional time lost in clearing the track for high speed trains, which is the greater number of meeting points, resulting from the greater number of high speed trains required to haul equivalent tonnage. I do not think that it is commonly understood that the number of such meeting points theoretically increases as the

square of the number of trains, one train each way requiring one meeting point and four trains each way 16 meeting points."

At a recent meeting of the Western Railway Club, of Chicago, the question of cost of running trains at different rates of speed was discussed in a very able and exhaustive manner.

The basis of the discussion was a well-prepared paper by Mr. F. A. Delano, of the C. B. & Q.

This subject was also considered at some length by the American Society of Mechanical Engineers at their meeting held in Cincinnati in May of this year.

A factor which has a great bearing on train resistance is temperature. A few roads make a difference in rating for each ten degrees below 56. A series of tests were made on the B. & M. R. by Mr. C. H. Querau in 1897. These tests were made with loaded box cars when the temperature was 6 degrees above zero. The speed on the grade was 10.4 miles per hour, while on the level it was 23.4 miles per hour. At these speeds and at the temperature named the resistance per ton of train was 40 percent greater than when the temperature was 50 degrees. After the train had run 30 miles the difference decreased to 24 percent.

It should, therefore, be evident that the only data of practical use in the determination of engine rating are those secured from actual tests.

Most roads, in making these practical tests, use what is known as the average train; that is, a train made up of heavy capacity cars fully loaded, smaller cars loaded to capacity and other cars lightly loaded.

The same rule is followed in making up the train of empty cars. A better plan would be to make the test with the heaviest capacity cars in constant use on the road, unless such cars form but a small percent of the total equipment.

To illustrate: On the B. & O. S-W. we have nearly one thousand cars of 80,000 pounds capacity, but they form but a small percent of the total number of cars handled.

The great majority of cars handled on this road are of 60,000

pounds capacity. We should, therefore, in making a practical test use cars of this size loaded to their full capacity. The same class of cars should be used in making the test of the empty train.

The many variations in the different factors of train resistance are mentioned to emphasize the unreliability of any rules not based on practical test.

In one of the numbers of the Railroad Gazette of 1896 there appeared an article describing a method of making allowance for additional cars put in trains as follows:

"The manner of preparing to use this arrangement is as follows: A trial train of all empty cars is run over the road. This trial train is run over the road until the maximum empty train load is found. A record of all the cars and the numbers of them should be made. Example: 50 empty cars, average weight of each, 13 tons; total weight of train (exclusive of engine, tender and caboose), 650 tons. The maximum train load where all loaded cars are used should now be found, and record of number of and weight of cars should be made. Example: 30 loaded cars, average weight of cars and loads, 25 tons; total weight of train, 750 tons. We have now found from the two trials (examples) that the same engine will haul 100 more tons when cars are all loads than when they are all empties. (750 tons, all loads, minus 650 tons, all empties, equal 100 tons.) It will haul 20 more empty than loaded cars. The power of the engine in each case being the same, it is fair to assume that the difference in the number of tons hauled (100) is due to the resistance of the increased number of cars in the empty train—20 cars. Therefore, if we divide the 100 tons by the 20 cars we will get the resistance due to each car, whether loaded or empty, or, in this case, 5 tons. It will now be seen that the real load of the empty train is as follows: 50 cars, 13 tons each, plus 5 tons resistance due to each car, 18 tons or 900 tons, load of empty train. The load of the loaded train will be 30 cars, 25 tons each, plus 5 tons resistance due to each car, 30 tons or 900 tons, or the same as that of the empty train.

This 900 tons is called the basis of the loading, and yardmasters should be instructed to load trains to 900 tons, including weight of load and car. Five tons also to be added for each car in the train so made up. It will be seen that this manner of loading not only allows for empty and loaded cars, but also allows for partially loaded ones. The basis of loading 900 tons and the resistance per car, 5 tons, will vary on each division, and for this reason the above trial trains should be run."

In view of the fact that any plan not based on actual practice is of but little value, the method described above has been found to be a most satisfactory basis of train loading. In addition to being reasonably accurate, it has the merit of providing a constant allowance justly due the motive power on account of additional resistance due to increased length of train.

REAL OBJECT OF TONNAGE RATING.

It has been the history of all reform movements that the pendulum of progress has swung from one extreme to the other. It is so with this.

Most roads in loading their engines give them as many tons as they can drag over the road. The question is being asked whether this is a wise practice, or whether it would not be better to load the engine with the view of making an economical trip.

We all know that when an engine is loaded to its fullest capacity delays are frequent, opposing trains are laid out, and unless conditions are most favorable, trains stall on grades, necessitating doubling. This practice is hard on machinery, is the means of consuming more fuel and supplies, and results frequently in overtime.

The officials of the Pere Marquette Railroad have made greater progress along the lines of economical operation in engine rating than those of any other line. Mr. Crombie, of that road, to whom great credit must be given for his investigations along these lines, in a recent meeting of the Railway Transportation Association, spoke as follows: "An intelligent application of

tonnage ratings can only be had when comparisons can be made in dollars and cents. The great value of the calculation of tonnage performance in dollars and cents, rather than in percent of maximum efficiency, is the conclusive proof furnished of the economy of the operation.

"It was found by tonnage ratings that such trains might become so loaded that the operation would be extravagant instead of economical. When we found that the ratings became burdensome by causing overtime and burning an excessive amount of coal, then the rating was changed, and the lower figure was termed 100 percent, so in that way we do not consider we are hauling 80 percent; we have changed the rating to the economical point.

"As the point to be watched is the dollars and cents cost of the movement of the tonnage, it is immaterial to the operating man whether the engine hauls 80 percent of her maximum capacity or 120 percent of her stated rating.

"We prepare a daily statement for each division of each tonnage train, and we show in that statement the individual engine, the individual engineer, the tonnage they move out of terminals over prevailing grades and for the entire trip, the cost in wages and the cost in coal. Now, it is just possible that by running your engine to 100 percent you make her consume an extravagant amount of coal, and may run up your overtime. On the other hand, you may find that by running her with what is termed 80 percent of her tonnage, she is making an economical trip.

"I will illustrate a little further. In your anxiety to make a good showing, as I have said, you may come to that point where you will increase the ton miles per engine mile movement beyond the point of economy, and how are you to know it if you do not watch the expense of the operation, train by train and day by day, and analyze the results? Supposing you haul 225 or 250 revenue tons per train mile this month and handle 300 tons per train mile some month next year, you will want to know whether the gain was a gain that you desire to continue,

or whether it was becoming a burden on you on account of overtime, excessive coal consumption, or a strain on your machinery. I think you must keep the figures of every train—every tonnage train that moves over your road—for your own individual information. If your factor of expense runs up or down day by day, you can have it correctly before you, and you can analyze the results of the particular train movement and learn whether it is an economical or an expensive operation, and why."

THE IDEAL METHOD OF ENGINE RATING.

Mr. G. P. Conard, of the Railway Equipment Register, Mr. T. O. Cole, of the Lehigh Valley, and Mr. E. M. Collins, of the M. K. & T., working independent of each other, have evolved a plan for the rating of engines, which, judged by our experience, is more satisfactory than any other method which has been suggested.

Mr. Conard worked his scheme out on theoretical lines, while Messrs. Cole and Collins put their ideas into practice. Mr. Conard takes as his starting point the rating of the engine on a level piece of track under the most favorable conditions, while Messrs. Cole and Collins take as their starting point the rating of the engine over the prevailing grade. The former plan appeals to us as being the more nearly ideal.

The B. & O. S-W., like most other roads, use the "flexible" method of rating. That is, the rating changes as often as the conditions vary. For example: An engine hauling common dead freight is rated at 1,400 tons; the same engine performing a certain kind of quick dispatch service is rated at 1,200 tons, and the same engine hauling another class of quick dispatch freight is rated at 1,000 tons. If the weather is bad the rating is reduced on all three classes of trains. By this method we of course have a general idea of the performance of our engines and cause of loss of engine efficiency, but we do not know what percent of each engine's total capacity is used during the week or month or other period for which the record is kept because of

this flexible rating. For the same reason we do not have other than a general idea of the items that enter into this loss of energy.

Mr. Conard's idea is to take the ideal condition for economical operation, which is a well-built roadbed without grades or curves, well-kept equipment of maximum capacity, both as to motive power and rolling stock, sufficient tonnage moving in either direction to maintain a regular service, which should be uninterrupted by unfavorable weather conditions, and let this theoretical condition constitute the initial point from which to figure out results under actual conditions.

He would, therefore, establish the rating of engines on a level piece of track under the most favorable conditions, and such rating would not be varied, whatever service the engine may be in.

The different items entering into the loss of engine efficiency would be tabulated, so that at the end of the period for which record was kept there would be shown in graphic form all of the factors that entered into the loss of locomotive energy.

Under Mr. Conard's plan on the reports rendered there would be shown what would have been accomplished under ideal conditions and what was really accomplished. The loss of engine efficiency would be shown under the proper headings, such as:

First. Roadway conditions, such as grades and curves and track.

Second. Motive power and rolling stock conditions, such as defective machinery or poor equipment.

Third. Weather conditions.

Fourth. Traffic conditions, such as fast service, nothing to move, running light, etc.

Fifth. Miscellaneous conditions, such as maximum train length, bad water, bad fuel, errors of employees, etc.

A report made out in this graphic form would show to each official interested in the operation of the road the essential reasons why perfect results are unattainable on each division.

Some objection might be raised because the comparisons

between the several divisions would not be equitable on account of the varying conditions, but, as Mr. Conard states, the division which approximates the ideal should not be given more credit for utilizing 90 percent of its engine efficiency than another division which has many difficulties to surmount and is unable to utilize more than 50 percent of engine efficiency. As he well states, it is reasonable to suppose that under such a plan as we describe above there would naturally be fostered a desire to improve or eliminate as far as possible all adverse conditions. This, in his opinion, would result in a continual study as to whether these adverse conditions may be overcome in order to obtain constantly improved comparative results. The rating would then not vary, and different divisions could be intelligently compared each with the other. Any marked variations from the best percentage attainable on each division would have to be accounted for, and such explanation would show exactly what was the cause of the abnormal results.

This plan should be supplemented with a greater exchange of information. Each superintendent should be given all the information obtainable which affects the operation of his division. Most roads have a series of reports, but they do not go far enough. On the B. & O. S-W. the chief dispatcher makes daily a report showing the number of the train, number of engine, the tons handled in and out of terminals, the loads and empties handled in and out of terminals, and the percent of rating handled in and out of terminals. This report is all right for the purpose for which it is intended, namely, to check the train load.

The car service officer, or the officer compiling tonnage statistics, should, in turn, send to the division officer a daily or weekly statement, as may be decided upon, showing the performance of each engine, engineman, fireman and conductor, or such other information as may be decided upon as necessary, and show under proper headings the engine efficiency lost. This will enable an accurate record of the performance to be kept, not only of machinery, but of men, and any weakness in either is quickly made manifest.

Both Mr. Cole and Mr. Collins have in practical operation the scheme outlined above, except that, as before stated, they took the prevailing grade as the initial point of engine rating. The results obtained have been about the same. There are, however, a few differences of detail, the most important of which is the source of information from which loss of engine efficiency is figured. Mr. Cole secures this information from the division superintendent, while Mr. Collins has it shown on the conductor's train report.

In order to secure uniform results, the M. K. & T. are considering the advisability of making reductions in rating on account of adverse conditions in accordance with a table prepared for that purpose.

Speaking on this subject recently, Mr. Collins said: "It is true that a table would not always fill the bill just exactly as it should, but you will know exactly what reduction is going to be made for certain unfavorable conditions in the light of the experience of the past, and that is better than to feel that you must leave it with this man and that man and the other man, and let them use their good judgment or their bad judgment, as it may be. It seems to me we can get this down to a basis where we can designate just what every engine must handle under every sort of condition. There may be at times a little variation necessary, which must be left to the judgment of the train dispatcher, and certainly it should be; but if a man be provided with this table, and for any reason he finds it necessary to vary from it, you can call on him for an explanation, whereas, if he does not vary from the table there is no necessity for an explanation."

No more important subject can engage the attention of the thinking railroad man than this of tonnage rating. So wide is it in scope, and so fraught with possibilities that it can well be said that, notwithstanding all of our experiments, we have not yet emerged from its shadow. A great deal of earnest thought and careful investigation are still necessary before we can hope to master the essentials of this many-sided question.

Mr. Josselyn: I move that we extend the thanks of this Association to Mr. Riley for his able paper.

Seconded by Mr. Whittelsey, and unanimously carried.

President: The question is now open for discussion. There does not seem to be much room for discussion, as Mr. Riley has so thoroughly covered the ground. There is so much food for thought that questions may have arisen in your minds, and you would like to ask Mr. Riley some questions.

Mr. Riley: I have a few letters which I would like to read before the matter is discussed. At the suggestion of the President of the Cincinnati Division and Secretary, I sent a copy of this paper to each of the men quoted in it, and asked them for criticisms on the paper, or statement of their views on some certain phases of it. I am sorry to say that the majority of the answers did not deal with the subject, but are more of a complimentary nature. I did, however, receive two letters from authorities on this subject, which I would like to read.

Mr. Riley: The first one is from Mr. F. A. Delano, Superintendent of Motive Power, of the Chicago, Burlington & Quincy Railroad Co., which reads as follows:

Chicago, July 10, 1900.

Mr. C. C. Riley,

Supt. of Car Service, B. & O. S-W. Ry.,
Cincinnati, Ohio.

Dear Sir: Your letter of June 19th came to hand just after I had left the city to attend the Conventions in the east, which I supplemented with a short vacation, so this has been my first opportunity to answer it.

I have read the paper which you sent me with a great deal of interest. It is a very complete and very interesting resume of the subject. It seems to me that there has been a little confusion arisen in the discussion of this subject because a distinction has not been made between the use of tonnage rating for the purpose of rating engines and the use of tonnage rating for

statistical purposes. I do not mean to say that there is any confusion in your mind about this, but as there has been some confusion, it is important that a clear distinction should be made. So far as the rating of engines is concerned, I do not believe that there is very much gain in the tonnage rating over car rating *on a level grade line*. Where the gain comes in has been where the grades exceed one half of one percent.

All you say in regard to the lack of uniformity about tonnage rating is very excellent, and to the point, and I can not see any good reason why we can not get this matter threshed out, and down to a more uniform basis. Of course it will take a lot of work to do it, and Car Service Superintendents, Superintendents of Motive Power, and Auditors, have got to give the matter personal attention to find out if the statistics are kept in the way *they suppose they are*. I think a "train mile" should be defined so fully and completely that there can be no confusion. This will involve, of course, defining "a train," as well as the "distance." On some roads the length of the division is arbitrarily given, and is from two to three, and even more miles greater than it actually is. This has arisen from the fact that the enginemen and trainmen are paid, for example, a hundred miles for an eighty-mile division, or because an important yard has been pushed out beyond the terminal, but the rates and distance between terminals have been left as before. While I believe in keeping statistics on the "ton-mile" basis, I do not favor giving up the "car-mile" statistics. It involves very little extra work to keep these statistics, and I believe we should know the number of cars per train, the number of tons per car, etc.

I do not believe in the addition of an arbitrary amount to the weight of empty and part empty cars, but where it is done it should be clearly understood that it is for the purpose of engine rating only. What I fear is that when this figure once creeps into the accounts, it will be used for statistical purposes.

In reference to your remarks about the allowance made for empty cars, my understanding is that the Pennsylvania Com-

pany allows seven (7) tons excess for an empty car. This seems a very big allowance.

In reference to your remarks at the bottom of page 8, as to the comparison between the B. & O. S-W., and some southern roads, not so well equipped, it seems to me that just such comparisons are of value to the statistician and financier in order to show whether the expense for new equipment is justified, etc., and, as you say, whether we like it or not, the comparisons will be made, hence it is important to get them as nearly on a uniform basis as possible. The method of engine rating suggested by Messrs. Conrad and Cole, of the Lehigh Valley, and Mr. Collins, of the M. K. & T., I should like to see more fully described as to details. You call it "the ideal method," and it certainly seems from your description of it, that it is much more nearly so than any other suggestion; but I would like to have you describe it more fully, so that I will understand its practical application.

I have not prepared the above letter for publication, but if you wish to publish any part of it in the discussion of your paper, you are at liberty to do so.

Thanking you again for your kindness in sending me the paper, and asking that you favor me with a copy of the paper, when finally presented with the discussion thereon, I am,

Yours very truly (Signed) F. A. DELANO,
Superintendent Motive Power.

Mr. Riley: The other letter is from Mr. E. H. McHenry, Chief Engineer of the Northern Pacific Railway Company. It reads:

St. Paul, Minn., June 23, 1900.

C. C. Riley, Esq.,

Supt. of Car Service, B. & O. S-W. Ry.,
Cincinnati, Ohio.

Dear Sir: Replying to yours of the 19th, and thanking you for the advance copy of your valuable paper, which I have read with a great deal of interest.

The subject which you have selected for discussion is of great importance, and the compilation and discussion of the practice on different roads can not fail to be of great general interest and value. I note that you have included in your paper the table published in the Railroad Gazette, showing the effect of train speed upon tonnage rating. This table was not originally intended for publication, and when it was given to the Railroad Gazette, I omitted to change some figures in the column "Total Resistance in Pounds," which is somewhat obscure. The resistance given at each rate of speed is equivalent to 400 H. P., but, as the engine can not utilize its full H. P. when the speed falls below adhesion limits, it would, perhaps, be more consistent to state the actual resistance corresponding to the maximum rating rather than the theoretical resistance corresponding to the full engine H. P. If you agree with me in this, please substitute for the figures in the first four lines of this column the following: 6930, 7140, 7350 and 7665. I can not find time for an article on the subject of "Engine Rating," but the Association may, perhaps, be interested in some data on engine performance recently compiled from the results of actual operation on the Northern Pacific system, which not only illustrate the effect of speed upon tonnage rating, but also the small percentage used of the available effective engine H. P. We have compiled such data for a large part of the system, but the record of the operation of three typical engines on the Second District, Minnesota Division, for a period of one month will serve as a sufficient illustration, as follows:

	Express Freight.	Time Freight.	Slow Freight.
Engine D-2.			
Trips	16	16	20
Tons	900	1099	1468
Speed	26.1 miles	18.8 miles	17.9 miles
Horsepower	394	220	193

	Express Freight.	Time Freight.	Slow Freight.
Engine D-3.			
Trips	78	11	74
Tons	756	1332	1453
Speed	26.3 miles	19.5 miles	15.1 miles
Horsepower	364	238	112
Engine D-5.			
Trips	18	22	26
Tons	993	999	1580
Speed	27.4 miles	20.1 miles	16.6 miles
Horsepower	526	245	171

The increase tonnage corresponding to reduction in speed is apparent in all cases, and doubtless accords with the observed results elsewhere. The reason for the reduction in H. P. is not at first quite so apparent, as it is quite certain that these engines have been working to their full capacity in all classes of service over some part of the time consumed in the trips. The engines are Moguls, the D-2 and D-3 developing 550 H. P., and the D-5 800 H. P. The difference between the full effective H. P. and that developed in commercial service may be tabulated in percentages as follows:

	D-2	D-3	D-5
Express Freight.....	72 Percent	66 Percent	66 Percent
Time Freight.....	40 "	43 "	31 "
Slow Freight.....	35 "	20 "	21 "

In computing the average speed in the first statement, all stops reported on the trainsheets were deducted, and the difference between the full engine H. P. must be accounted for by stops not recorded on the trainsheets or intervals of time in which the full engine H. P. was not developed on account of descending grades, slow orders and other causes. The reduction in H. P. in Time and Slow Freight Service, as compared with Express Freight, indicates that such trains suffer a still greater loss of time arising from the difference in conditions under which such trains are operated, and the percentages in the last table may be termed "The H. P. Load Factor" of the

engines in each class of service. The Load Factors for the Time and Slow Freights are so low as to justify the suspicion that the present time schedule may, perhaps, be considerably shortened without increasing either engine powers or the actual running speed of the trains. This is, of course, only another way of stating the desirability of keeping the trains moving and minimizing delays. This is universally admitted, but it is, perhaps, not recognized that there is so large an opportunity for improvement as indicated in the practical examples given above.

Yours truly,

(Signed) E. W. MCHENRY,
Chief Engineer.

Mr. Riley: Mr. Chairman, in compiling this paper I will have to apologize for the length. In gathering data, it was a question more of what to leave out than what to put in. If there is anything in the statements not fully understood, I will be pleased to explain them to the best of my ability.

Mr. Tompkins: I move that the letters which Mr. Riley has read be made a part of the printed minutes.

Seconded by Mr. Barnard and carried.

President: Are there any questions you would like to ask Mr. Riley? There is one that has occurred to me. On page six of this pamphlet, at the bottom, a paragraph reads:

"The tons handled into terminals and out of terminals as a basis of compiling has but little merit, and should not be used for this purpose, as statistics compiled from this source can not be accurate. Some roads use this information; *i. e.*, tons into and out of terminals as a check by the division officers on the train load."

Your idea is that roads using this system ignore all tons hauled between intermediate stations, and only consider what trains handle into terminals and out of terminals?

Mr. Riley: That is what I mean. There is quite a number of roads who adopt the tonnage system which figure the tonnage in this way; that is, figure the tons out of terminals and into terminals, and take no account of the tonnage handled

between intermediate stations. In other words, a train might start from one terminal with 100 percent rating; it might haul these cars 50 miles, dispose of a large amount of the load, but before reaching the next terminal pick it up, and it would be shown in the statistical report as hauling 100 percent of rating.

President: Then, as a matter of fact, it might set out 50 percent of its tonnage rating at one junction point, and at another junction point pick up again its tonnage rating.

Mr. Riley: Yes, sir; that is it.

President: What is your idea of getting at the intermediate tonnage?

Mr. Riley: Why, this matter is figured on the "ton-mile"; that is the basis of statistics—multiply the weight by the distance run. That gives you the full "ton-mile" handled in that train. To get the average "ton-mile" handled over the whole division, divide that by the number of miles the train runs.

President: Who furnishes that? Who compiles it?

Mr. Riley: It is compiled in most car record offices. I compile it.

President: How soon can you get this?

Mr. Riley: We get it within a week on the weekly reports. We divide the month in four parts, 8th, 15th, 22d and 30th. These usually get out about four days after the performance, after the end of the week.

Mr. Whittelsey: It strikes me that the subject is such a deep one, and so technical, that I doubt if discussion will bring out very much at the present time. I think that at the next meeting we will be prepared to discuss it more intelligently.

I therefore move that the discussion be closed.

President: It occurs to me that this is a subject of so much importance that it might be a good idea for this meeting to recommend that it be brought up at the Division meetings; that this paper be made a topic for discussion, not at the next one, but, say, the meeting in September; set a day for it. The members will then have an opportunity to study it; it must be studied in order to be understood. I would be glad to hear a

motion, in closing the discussion today, that it be made a special topic at some subsequent meeting.

Mr. Whittelsey: I will add to my former motion, that each Division be requested to make this paper a subject for discussion at its September meeting.

Mr. Galloway: I might add that Mr. Riley's address is Cincinnati, Ohio. Probably some of you would like to write him on the subject. I dislike very much to make a busy man's labors more burdensome, but when a man becomes famous in any direction, he has got to assume the responsibility that goes with it.

Motion was put and carried.

Best Method for Disposing of Waste, Rubbish, Etc.

Secretary: The next paper is entitled "The Best Method for Disposing of Waste, Rubbish, etc.," by Mr. Bender.

Mr. Bender: I will state that I have never had so much difficulty in finding information on a railroad problem as I had in preparing for this paper. I searched railroad reviews and other technical reviews, but I could find nothing. I simply had to rely in the preparation of this paper upon such information as I could obtain by correspondence.

What is the Best Method for Disposing of Waste and Rubbish Accumulating in the Yards at Large Terminals?

BY G. W. BENDER, SUPT. TERMINALS C. C. C. & ST. L. RY.

In order to learn what the present practice is, nearly one hundred letters were sent to as many railroads in all parts of the country. Responses to these letters were numerous, generally prompt, but not varied, the almost universal answer being "Dump."

In fact, 95 percent of the answers quote this method. With the ordinary dry material very little difficulty is encountered. Almost any fill or low ground can be made use of, but in these

days of objecting and vigilance by municipal authorities, to say nothing of the sanitary phase of the subject, in which railroads are becoming large factors yearly, the disposition of decayed fruit and vegetables is not so easily accomplished. The roads near the sea and along large streams of water dump into their depths in some out-of-the-way places, which quickly and thoroughly solves the question for such fortunately located lines. Roads with no such helpful adjuncts, and they are in a large majority, use various means to get rid of the malodorous material, such as mixing with ashes, cinders, dirt, etc., all more or less unsatisfactory, and then dump in the most available and suitable places. In only three cities covered by this correspondence, namely, Philadelphia, Pittsburg and Detroit, the city garbage collector takes it. In Philadelphia the contractor calls for it every other day. In Pittsburg the American Reduction Company have a plant in the B. & O. outer yard limits, and collect and dispose of it there. In Detroit the sanitary company call and haul it away. Cremation is advocated in a great many letters as the only thorough and best method, but no one knows of a crematory in use by any road, except in a minor way in a few instances, and that for dry matter, which practically aids as a fuel in its own consumption, and in localities where open-air fires would not be permitted; but to destroy the wet, obnoxious material would require special appliances in the way of furnaces located in certain assigned territory, the use of good fuel, with its attendant hauling and handling, the whole entailing an expense entirely unwarranted by any one road.

The terminal association of the roads using and operating the Union Station at St. Louis report the most regular and systematic use of a crematory for the disposal of refuse, such as waste, old paper or other material accumulating around the Union Station property. Two furnaces have been constructed accessible from all passenger and storage yards, and also from the head house and train shed, each equipped with an air blast, in which everything is consumed that is combustible. It costs practically nothing to convey the material to the furnaces, as

each person handling same has to throw it into the furnace, and the ashes are taken care of by the yard cleaners. These furnaces are quite capable of taking care of all rubbish accumulating on the station property, and cost very little, being built of second-hand brick, bound with iron hoops, not averaging in expense \$30 each.

The saving is great, as before their use cars were placed in the different storage yards in which to load the rubbish, involving considerable switching and subsequent hauling across the river for dumping, probably to the extent of three cars per day.

I have heard this method in use at St. Louis commended highly by all who personally know about it and have seen it in operation as being an excellent solution for such material at such points, but the decayed matter remains as a vexed question in its increasing growth and difficult disposal, on account of doing so to the satisfaction of all concerned, and the great expense incurred thereby. The cost to roads for present methods with all refuse vary greatly, owing to the local conditions with all concerned, so that no satisfactory figures could be evolved as a standard for intelligent reference. One of the best suggestions received is as follows:

"In cities having garbage contractors all railroads at that point should join in making arrangements with such contractors to regularly call for and dispose of all this troublesome material." Ascertain through the legal departments whether the roads, as large taxpayers, are not entitled to such service when complying with conditions as to facility in handling by such collectors.

One Division of this Association will probably canvass the question in the near future with a view to consummate such an arrangement.

In conclusion, I almost fear that this question has met with nearly the same handling as the subject material generally does, "dumped," but if so, it has not been for want of laborious effort. Thanks are due and herewith tendered to the gentlemen who so kindly answered my letters.

President: You have heard this excellent paper. What is your pleasure?

Mr. Zion: I move that the paper be accepted, and that the thanks of this Association be tendered Mr. Bender.

Seconded by Mr. Whittelsey and carried.

President: Are there any remarks on this rubbish question? If there are no remarks, we will pass on to the next paper.

Railroad Forestry.

Secretary: Mr. Sutor not being present, Mr. A. J. Elliott, of Peoria, will read the paper.

Railroad Forestry.

BY J. HOPE SUTOR, GEN. MGR. O. & L. K. R. R.

The reputation which railroad officials have deservedly earned for promptness of action, clearheadedness in emergencies and foresight in anticipating the inevitable is clouded by a condition which it is singular they have not seriously considered. A reason may exist in the fact that, from the nature of the profession, a railroad official can not be a recluse, and the active, operating officer must mix very much with the public, from whom he absorbs many popular fallacies and becomes a sharer with his fellows in much of the indifference which is manifested in economic questions. While, therefore, in various ways the profession practices the most commendable economy to increase the revenues, it has given no attention to a waste which, while not a source of present or immediate loss, will prove a heavy drain in the near future.

Franklin, the great American philosopher, announced two proverbs which railroad officials should not disregard:

"Experience keeps a dear school, but fools learn in no other," and

"If you will not hear reason, she will surely rap your knuckles."

The last published report of the Interstate Commerce Com-

mission is for the year ended June 30, 1898, at which time the total mileage of all classes of tracks of the railroads of the United States is given as 247,532 miles. The territory covered by this Association includes the whole of Group III and portions of Groups V and VI, of the commission classification of railroads, making about fifteen percent of the nation, or say 37,000 miles. The total cost for renewal of cross-ties in the United States during the year ended June 30, 1898, was \$24,769,684, or about \$100 per mile; this does not include labor, and is a very low average. Apportioning this cost to the territory covered by this Association, the expense was \$3,700,000.

Computed upon the low average of 2,500 ties per mile, ninety-two and one half million ties are in the track in the Association territory; and as the average life of the ties is, perhaps, about eight years, nearly twelve million ties are required annually for renewals. The size of the tie is not uniform, but a common size is six inches thick, eight inches face, eight feet long, making 32 feet board measure of timber per tie, or 380,000,000 feet board measure of timber annually cut into cross-ties alone in the Association territory. As many ties are much larger, the gross amount is actually in excess of the above quantity.

Cross-ties, however, do not constitute the only lumber consumed by railroads; there are 28,000 miles of single main track in the Association territory, upon which *at least* 30 telegraph poles per mile are used, or 840,000 poles; as the life of a pole is only ten years, 84,000 must be replaced in each year; in addition, bridges, trestles, cars, buildings, fences, etc., take large quantities of timber, and in the Central Association territory alone the annual consumption of lumber by railroads aggregates several hundred million feet. The quantity can not be estimated with accuracy, as the roads vary in topography, and the substitution of iron and stone is being made as ability permits.

When the territory of the United States is considered, the quantity of timber cut is astonishing. 620,000,000 cross-ties are in the tracks of the railroads of the country; many of these

are soft wood, which lasts from five to seven years only, so that the average life of ties throughout the nation can not exceed seven years; nearly 90,000,000 ties are therefore required annually for renewals, and at the low average board measurement already stated, not less than 3,000,000,000 feet of timber is used annually for cross-ties alone. To this must be added the lumber for bridges, buildings, cars, etc., and the quantity exceeds our ability to comprehend.

The railroads are not the only users of lumber, for other people must have houses, furniture, bridges, conveyances, etc., and this market is greatly in excess of the railroad purchases; the census of 1890 states that the total consumption in that year (ten years ago) was 23,766,000,000 feet.

The necessities of the railroads demand that toughness and elasticity shall distinguish the timber employed, so that only selected timber can be used. Lumbermen assert that not to exceed 300 white oak cross-ties can be cut from one acre of natural forest, and in many localities the yield will not exceed 100; such trees must be from forty to sixty years old, and at the highest yield per acre, forty thousand acres of forest must be culled of its best timber annually to supply the ties in the Central Association territory. Where the softer woods are used the yield per acre is much greater, yet it is a conservative estimate that 200,000 acres of forest is removed every year to supply the demands for cross-ties alone.

Railroad officials are deeply interested in the perpetuity of the material necessary for the maintenance and operation of their property; they are constantly seeking improved methods to reduce expenses, knowing that money saved is money earned. The form of the rail section and the weight of rail per yard have been scientifically studied and discussed; the contour of automatic couplers has had the most minute technical consideration, and in many important articles of construction and operation the details have been logically analyzed, tested and improved. Within the experience of many operating officers the cost of rail renewals exceeded that of ties many fold; now

the condition has been reversed, while the quality of rails has been improved, tie renewals exceed the cost of rails, and is increasing, yet the cause is not being noted nor any measures being instituted to remedy or improve the situation. Timber is becoming scarce, and that of the best quality, so that inferior timber which supplies inferior ties is becoming the sole source of supply; no material has yet been found as a substitute for the wooden tie, and no satisfactory economical method of preserving the life of the wood or prolonging its durability has been discovered, and, excepting the minor questions of properly seasoning and piling, the use of the tie plate, suitable ballast and perfect drainage, with incidentally climatic conditions, no serious consideration of the future tie supply has been had.

Nearly all the country included in the territory of this Association has been settled and developed within a century. Ohio, the oldest of the states, will not celebrate its centennial until three years hence, and when it was admitted to statehood it had less than 50,000 inhabitants. Nearly all the land east of the prairie regions of the Mississippi valley was heavily timbered, and in the eastern states the records preserved show that fine timber grew to the very edges of the bays and rivers. If the destruction of all this wealth, the growth of centuries, has been essential for one century's development, to what degree of distress will our successors be reduced in maintaining it? Surely reason will rap the knuckles of our children, and the sentence of Sinai will be fulfilled in visiting the sins of the fathers upon the children unto the third and fourth generation.

It is not the purpose of this paper to moralize, but to call attention to a strictly business question. While the purpose is selfish, sordid and commercial, it has a moral side, and digression is difficult to avoid. It is also very easy to criticise, and when a practice is condemned the critic should suggest a practicable and efficient remedy or substitute. It is late, but not too late, to apply one, and that is, to not only stop the waste but restore the supply so far as possible.

The experiments which have been made, in a very limited

manner, in tree planting on railroad rights of way have not been satisfactory, and can not be, on account of the limited width of such strips. Forest conditions must prevail, and these can not exist on the right of way. Trees for timber must have trunks and not limbs, and to overcome the natural tendency to make limbs they must be grown close together, when each will seek to outgrow its fellows and reach the higher altitudes where it can "expand." This effort on the part of each plant is commendable from the standpoint of the cultivator, and is the reward for his labor and patience.

Along every railroad are tracts of land not well adapted to cultivation, which would make desirable wood lots upon which trees could be grown for the timber required in the different railroad departments. Such plantations would, perhaps, be more secure if not adjacent to the road, as fire is an enemy to forestry; yet the wood lot need not be so far as to make access difficult or expensive for protection, cultivation and supervision. Upon a plantation of catalpas the trees should be placed four feet apart, which would require 2,700 plants per acre. Not all the 2,700 trees would mature, nor is it desirable that they should, but about one fourth or 700 would. In fifteen years the yield should be four ties per tree, or 2,800 ties per acre, and by judicious cutting a rotation of timber can be obtained. If the white oak tie is desired, the growth would not be attained under forty-five years.

The financial aspect of the undertaking is not at all unsatisfactory. A plantation of catalpas, in Kansas, in seven years began to reimburse the owner by thinning, the trees having attained a height of from 18 to 20 feet, and making two fence posts each, and the experience has been duplicated in many places. No one will assert that first-class ties will be procured fifteen years hence at present prices. If the cost per tie in 1915 be placed at 75 cents, a very low estimate, the value of an acre of ties, cultivated as suggested, will be \$2,100, with a life for the timber grown *four times that of the best white oak*. The land purchased will still be the property of the railway, but deduct

its cost, say \$50 per acre, and \$2,050 remains as the result of the investment, or \$135 *per acre per year* as the value of the crop. What farmer can point to a yield so satisfactory? The expense will have been so slight that the value of the thinnings will be found sufficient to more than pay for the attention required. But it may be urged that fifteen years is a long way off, and that we should take "no thought for the morrow, for the morrow shall take thought for things of itself. Sufficient unto the day is the evil thereof." The advice may be good philosophy, but it is very indifferent practice in railroad affairs, and is not observed by any rational official.

The cultivation of forests would not be unattended with expense and supervision. It is a kind of agriculture, and not merely the planting of seeds or plants; they must be cultivated and cared for systematically and intelligently until they are sufficiently large to shade out grass and weeds, until which time grass and weeds must be destroyed; they must also have protection against fire and live stock, and be managed as an investment. In proportion to the extent of the undertaking, it would require a forester who should have absolute control of the forestry. Sectionmen should be instructed by him how to protect the growing timber, not as a part of their regular work, but in the manner they now care for the telegraph line in emergencies until the lineman arrives. Such service would not be expensive, and the forester should be required to keep detailed records of the successes and failures of his department for future guidance.

The National Government is ready to extend a helping hand to any railroad which desires it. The Division of Forestry of the Department of Agriculture will give practical assistance to tree planters in the selection of the right tree to plant and in planting them rightly. The division will make examination of the ground proposed as a forest, prepare a plan for planting and caring for a plantation which will best promote and increase the present value and usefulness of the land to the owner and develop and perpetuate a plantation of forest trees upon it.

Upon the completion and acceptance of the plan by the owner, the division will supervise the execution thereof, so far as may be necessary. If the area does not exceed five acres no charge will be made for services, but the division will not participate in the expense of planting and caring for a plantation, except to defray the salary and expenses of its representative. If the area exceeds five acres a preliminary visit of inspection, if required, will be wholly at the expense of the division; if a plan is made and accepted, the owner must pay the expenses of the division officials, according to a printed schedule of cost of services, which will always determine the amount of the anticipated expenditures. The department in every instance reserves the right to publish and distribute the plan for the information of others.

This paper has already exceeded the limit originally contemplated, yet much has been omitted which ought to be said on the subject. It is hoped it will not be received as the grumblings of a pessimist or the complaints of a "calamity howler," unless such epithets be applied to such eminent Americans as Benjamin Harrison and Grover Cleveland, both of whom placed the seal of their approval on the efforts to stop the destruction of our forests.

The General Government has sounded the alarm, and as loyal citizens we should respect the warning. The progressive ideas which characterize railroad officials should cause them to be zealous advocates of a subject which concerns them so intimately, and to support the state and national regulations respecting forestry. There is no way in which the present vague and imperfect knowledge of the subject can be changed into an active, earnest interest in forestry than by an accurate acquaintance and agitation of the question. If railroad men become aroused to the importance of forestry, not only to the service but to the public of which they are a part, and with whom they must suffer any general condition, a sentiment will be awakened which will work wonders and cause future generations to rise and bless us.

President: You have heard this most excellent paper. A motion to receive the paper will be in order.

Mr. Whittelsey: I move you, Mr. President, that the paper be received and made part of our minutes; and I would further move that we take up the discussion at 2:00 o'clock, and that we now adjourn.

President: Before a motion is made to adjourn, which should be made soon, Mr. Akers has a few remarks that he would like to make with reference to the entertainments.

Mr. Akers: Mr. President, I observe that there are several gentlemen here who were not here this morning when I made the announcement of the entertainments, and I wish to again state that our excursion on the steamer Columbia will leave foot of First Street at 8 o'clock sharp this evening, and the boat will return in ample time. We have arranged with the Street Car Company to have a sufficient number of cars to take everybody to any part of the city to which they may wish to go.

In regard to the trip to Mammoth Cave, the hotels do not ordinarily serve luncheon until 12:30, but both the Galt House and the Louisville House have promised to serve luncheon on the American plan to such guests and members as will take the trip, at 12 o'clock. The train will leave the L. & N. Depot, Tenth and Broadway, at 1 o'clock sharp. Tomorrow night the Street Car Company will have cars at the depot to bring everybody back to the hotels, or to any part of the city.

I also wish to add that the invitation to both excursions includes the Louisville Local Freight Agents' Association, and we would be very glad to have them with us.

Do not forget that you are to let Mr. Loomis know how many ladies will use carriages this afternoon in seeing the city.

President: I would like to say that the first thing after dinner will be the reading of Josiah Flynt Willard's paper on the "Railroad Tramp." This paper, I think, will be one of the most interesting papers that we will have, and it will be read promptly at 2:00 o'clock, and I would like to have everybody present.

Mr. Brimson: I move that we now adjourn until 2:00 o'clock.

Seconded and carried.

SECOND SESSION.

The second session called to order by President Carson at 2:10 p. m., Tuesday, July 17, 1900.

Secretary: The first thing on the call is the "Railroad Tramp," by Mr. Willard.

President: Ladies and Gentlemen: We are fortunate in having with us this afternoon the author of this paper on railroad police organization. Mr. Josiah Flynt Willard is, beyond all question, the best authority on the tramp problem in the United States. He does not look his part, but he understands the question; he has studied it from end to end, and knows what he is talking about. I take pleasure in introducing Mr. Willard.

Railroad Police Organization and the Tramp Problem.

BY JOSIAH FLYNT.

Speaking generally, there are two classes of tramps in the United States, the first being composed of those who travel on the highways, and the second of those who trespass and steal rides on the railroads. The wanderers on the highways generally carry bundles and blankets, and are consequently called "bindle men" and "blanket stiffs." Their generic name is "turnpikers." They are to be found from Maine to California, but they are not recognized by the hobo as belonging to the genuine tramp fraternity, and it is not necessary to consider them in connection with railroad police organization.

The train jumpers, or the hoboes, as it seems best to call them in this paper, are distinctly an American product. They

have come among us mainly during the last thirty years. Before the Civil War there were comparatively few tramps in the United States, and virtually no railroad tramps. After the war there suddenly appeared on the scene a large class of men who had become so enamoured of camp life that they found it impossible to return to quiet living, and they took to wandering. Occasionally they worked a little to keep themselves in "pin money," but by 1870 thousands of them had given up all intention of working and had founded the organization known today as the "hobo push." By that year, also, they had discovered that our turnpikes, particularly in the west, were very poor roads to travel on, and they began to walk on the railroad track.

If, at this time, the railroad companies had got laws passed such as are in vogue today in Great Britain and on the continent, forbidding any one but an employee walking on railroad property, save at public crossings, we should have learned ere this to obey them, and the railroad tramps would not be with us. These laws not being enacted, however, it was not long before it became very clear to the tramp that it would be much more comfortable to sit in a "box car" and ride than to "drill" over the ties. An appreciation of this character is acted upon very soon in Hoboland, and by 1875 the majority of our professional vagrants were taking lessons in jumping on and off moving freight trains. The trainmen, partly because they thought that many of these trespassers were deserving but penniless out-of-works, and partly on account of the inborn willingness of every American to help anyone down on his luck, made practically no serious effort to keep the tramp off their trains, and by 1880 the latter was accepted by railroad companies as an unavoidable nuisance on railroad property.

Today it is their boast that they can travel in every state of the Union for less than a cent a mile, while in a number they pay nothing at all. On lines where brakemen demand money of tramps, fifty cents is usually sufficient to settle for a journey of a hundred miles, and seventy-five cents often secures an all-night ride. They have different methods of riding, among

which the favorite is to steal into an empty box car on a freight train. At night this is comparatively easy to do; on many roads it is possible to travel this way undisturbed till morning. If the train has no "empties," they must ride on top of a car, between the bumpers, on one of the car ladders, or on the rods. On passenger trains they ride on top, on the "blind baggage" and on the trucks.

Taking this country, by and large, it is no exaggeration to say that every night in the year 10,000 free passengers of the tramp genus travel on the different railroads in the ways mentioned, and that 10,000 more are waiting at watering tanks and in railroad yards for opportunities to get on the trains. I estimate the entire professional tramp population at about 60,000, a third of whom are generally on the move.

In summer the entire tramp fraternity may be said to be "in transit." The average daily journeying of each man at this season of the year amounts to about fifty miles, which, if paid for at regular rates, would cost something like a dollar. Of course, one would not ordinarily pay so much to ride in a box car as in a passenger coach, but the average tramp is about as comfortable in one as in the other, and, on the dollar-a-trip basis, he and his 59,999 companions succeed in getting out of the railroads \$60,000 worth of free transportation every day that they all travel. Multiply this figure by a hundred, which is about the number of days in a year when all trampdom "flits," and you have an approximate idea of how much they gain.

Another serious loss to the railways is that involved in the disappearance of goods undergoing transportation and in claims for personal injuries. Some tramps steal and some don't, but every year considerable thefts are made from freight cars, and tramps, or men posing as such, are generally the guilty parties. Professional thieves frequently become tramps for a time, both to minimize their guilt and to elude capture, and the probability is that the majority of the greater thefts are committed by them. The majority of tramps proper are discouraged thieves, who are afraid to do anything very serious, and I have seldom known

them to steal anything more valuable than fruit from freight cars or metal from idle engines. In a year's time, however, including all the thefts committed by both tramps and criminals, a very appreciable loss results to the railroads, and I can recall out of my own observation robberies which have amounted to several thousand dollars.

That railroad companies should have to reimburse trespassers for the loss of a hand or foot while riding unauthorized on trains, will strike everyone as a very unjust tax on their resources, but this is continually happening. A young boy, for example, is run over by a freight train on which he had no business, and loses, perhaps, a leg. Immediately some lawyer runs to the boy's father and says: "Let me get damages for your boy." "All right," the father replies, "get what you can." In court the lawyer paints a picture of the awfulness of these engines of death, the railroads, showing how they are constantly killing people. If the boy's father is poor, the fact is also brought graphically to the attention of the jury, and the wealth of the corporation being sued is reported as something enormous. If the lawyer does his work well, making out that the boy was enticed on to the freight train by the trainmen, or that he fell under the wheels through their carelessness, there are but few juries that will refuse to give the father at least enough damages to pay the lawyer's fee and the doctor's bill, and then there is a celebration over having "squeezed" another railroad company. For a private person to be compelled by a court to pay damages to the father of a boy who fell from an apple tree in the private person's orchard, when the lad was an obvious trespasser and thief, would be considered an outrage.

To tell all that the country at large suffers from the free railroad transportation of tramps would take me beyond the limits of a paper of this character, but there are a few facts which must be stated. In the first place, the railroads spread the tramp nuisance over a much greater stretch of territory than would be the case if the tramps had to take to the turnpikes. There are districts in the United States which are so difficult to

reach by the highroad, on account of unprofitable intermediate territory, that the hobo would never attempt to go near them if it were not easy for him to get over the disagreeable parts of the journey in a box car. Take the trip from Denver to San Francisco, for instance. There is not a vagabond in the country who would undertake to walk across the American desert merely to reach 'Frisco, and if walking were the only way to get to that city, it would be left largely to "coast" beggars. As matters now stand, however, you may see a beggar one day on Fifth Avenue in New York City and a fortnight later he will accost you in Market Street in San Francisco. Many vagabonds can travel as quickly as the man who pays his way, and I have known those who could "hold down" the "Chicago Limited" without a break from Jersey City to Chicago.

All this contributes to making it difficult to locate and capture the dangerous characters in tramp life, and, as I have said, many professional criminals, who have nothing to do with beggars in other quarters, are mixed up with them in freight cars.

A remark in this connection of Mr. Allen Pinkerton is popular in Hoboland. He is supposed by them to have once said, during a conversation about the capture of criminals, that he thought he could catch in time almost any kind of criminal except the tramp, and him he could not catch because it was so difficult to locate him. "One day he is in a barn, the next in a haystack, and the next, Heaven only knows where he is, for he has probably gotten on to the railroad, and there you might as well look for a lost pin."

The railroads also help to keep the tramp element in our large cities. It very seldom settles in the country, and not for any length of time in provincial towns. New York, Chicago, Philadelphia, Boston, San Francisco, Buffalo, Baltimore, New Orleans and other like places are its main strongholds. The more the criminal element of a country fastens itself upon its cities the harder it is to break up, and in the United States this is what is taking place. Chicago, for instance, is as much a center in the criminal world as it is in the business world,

and almost every freight train entering it brings a contribution to its criminal population. Even without railroads the tendency of crime to predominate in towns would exist; evil-doers feel more at home in city streets and haunts than in the country; but their present strength in our cities is largely due to the free transportation they get from the railroads.

Another striking fact is that out-of-works who "beat their way" on freight trains very easily degenerate into professional vagabonds. I have traveled with men who in six months' time had become voluntary vagrants merely because their first stolen rides while in search of work had demonstrated to them how easy it is to get on without working and paying their way. The average out-of-work in the United States goes from one large city to another, rather than, as is the custom in Europe, taking in the intermediate towns where there is no such likelihood of the labor market being congested. In a few weeks, unless he is a man of very strong character, he learns to travel merely for travel's sake, and develops into "a stakeman," who only works long enough to get "a stake" and then goes off on a trip again. Among the so-called unemployed in this country there are thousands of this type, and they are the result of the love of "side-door Pullman" excursions.

There is one more point which can not be overlooked: the temptation the railroads have for a romantic and adventuresome boy. A child possessed of *Wanderlust* generally wanders for a while anyhow, but the chance he now has to jump on to a freight train and "get into the world quick," as I have heard lads of this temperament remark, has a great deal to do in tempting them to run away from home. Hoboland is overrun with youngsters who have got there on the railroads, and very few of them ever wander back to their parents. Once started "railroading," they go on and on, and its attractions seem only to increase as the years pass by. Walking has no such charms for them, and if it were their only method of seeing the world, the majority of those who now keep on seeing it until death ends their roaming would grow tired. The railroad, however, makes

it possible for them to keep shifting the scenes they enjoy, and in time change and variety become so essential that they are unable to settle down anywhere. They are victims of what tramps call "the railroad fever," a malady for which a remedy needs still to be prescribed.

Can the tramps be driven off the railroads? Up to date the difficulty in answering this question in the affirmative has been that railroad companies have been afraid of the cost, and considered it cheaper to put up with the tramps than pay the bills. It has at last been demonstrated, however, that vagabonds can be refused free transportation by one of our greatest railroads with a saving of expense to the company and with great benefit to the community, and I can not better illustrate the usefulness of a well-organized railroad police force than by giving the history of the police service in vogue on the railroad in question. I refer to Pennsylvania Lines west of Pittsburgh, the police force of which, in inception and direction, is the achievement of the general manager of this system.

As a division superintendent, this gentleman became very much interested in the police question and organized a force for the division under his immediate control. It worked so successfully that in assuming management of the entire property he determined to introduce the methods which he had found helpful in his division in all of the divisions. No attempt was made, however, to overhaul the entire property at once. The reform went on gradually, and as one division became organized the needs and peculiarities of another were studied and planned for. Suitable men had to be found and there was necessarily considerable experimenting. The work was done thoroughly, however, and with a view to permanent benefits rather than to merely temporary relief. Today, after five years of preparatory exercise, the "Northwest System" has a model police organization, and the "Southwest System" is being organized as rapidly as the right men can be found.

The force on the "Northwest System"—and it must be remembered that this part of the property takes in such cities

as Pittsburgh, Cleveland, Toledo and Chicago, where there is always a riff-raff population likely to trespass on railroad property—is made up of eighty-three officers and men. The chief of the force is the inspector, whose jurisdiction extends to the "Southwest System" also. He reports to the general manager, and is almost daily in conference with him. For an assistant to manage things when he is out on the road, and to relieve him of road duty when he is needed at headquarters, he has an assistant inspector, a man who has come up from the ranks and demonstrated that he has ability for the position. Each division of the road has a captain who reports to the division superintendent and to the chief of the police service. This captain has under him one or more lieutenants and the necessary number of patrolmen and watchmen, who report to him alone. An order from the general manager consequently reaches the men for whom it is meant through official channels entirely within the police department, and the same is true of statements and reports of the men to the general manager. Practically, everything is run according to a well-understood system, and this is the secret of the department's success. Day in and day out every man on the force knows what he has to do, and expects to be called to order if his work does not come up to what is desired. Hunting down trespassers and thieves is but a part of the routine. The property is patrolled almost exactly as is a large city, and the men are expected to make reports about such matters as the condition of frogs and switches, switch lights, fences and station buildings, to do preliminary work for the department of claims, to keep the property free from trespassers, to protect the pay car, look out for circus and excursion trains, and generally make themselves useful as they are directed. They are all picked men, and have to come up to the requirements of the United States Army as regards physical health and strength. Their personal records are known for five years previous to being employed on the force.

They constitute for the general manager an invaluable guardianship. He has but to press the button, so to speak, and

within a few hours the entire police force is carrying out his instructions. Through it he can keep in touch with a thousand and one matters which would otherwise escape his notice, and he can order an investigation with the assurance that he will get an exact and trustworthy report within a reasonable amount of time.

Such is the organization. Its performance up to date has consisted of cleaning up a property that a few years ago, as I know from personal observation, was so infested with tramps and thieves that it was notorious throughout the vagabond world as "an open road." Today it is noted for being "the tightest shut" road, from the trespasser's point of view, in the country, and the company pays \$17,000 a year less for its police arrangements than it did in 1893 for its watchman and detective force.

The following statistics illustrate the effectiveness of the police force for the first four years of its existence. Since 1897 the number of arrests has fallen off very considerably, and for the very simple reason that trespassers and other offenders are giving Pennsylvania Lines a wide berth:

CHARGES UNDER WHICH ARRESTS WERE MADE.

	Train Riding.	Trespass (Ohio, 1894).	Gate Ordinance (Cleveland, 1896).	Robbery.	Petit Larceny.	Intoxication.	Disorderly Conduct.	Vagrancy.	Destroying Property.	Stoning Trains.	Miscellaneous.	Total.
1894	117	1	.....	2	14	...	1	...	6	...	2	143
1895	687	13	.....	6	26	11	21	2	10	9	15	800
1896	2,066	43	14	18	132	43	29	23	5	11	11	2,395
1897	4,531	119	11	19	220	119	209	186	31	16	52	5,513
Total	7,401	176	25	45	392	173	260	211	52	36	80	8,851

Miscellaneous includes: Train wrecking, 4; pocket-picking, 8; obstructing track, 1; receiving stolen goods, 7; assault on employees, 14; assault on passenger, 1; assault and battery, 10;

shooting, intent to kill, 1; murder, 2; lunacy, 4; indecent exposure, 3; confidence men, 4.

1894—One division organized six months.

1895—One division organized one year.

1896—Three divisions organized one year partially.

1897—Five divisions organized one year partially.

DISPOSITION OF PERSONS ARRESTED.

	Nolled.	Discharged.	Fined.	Reform School.	Workhouse.	County Jail.	Penitentiary.	Escaped.	Hospital.	Asylum.	Disposition Not Known.	Total Arrests.	Amount of Fines Paid.
1894	6	10	125	1	...	...	...	1	...	...	...	143	\$ 557.35
1895	17	119	271	...	62	144	4	...	2	1	180	800	1,892.05
1896	19	597	744	...	399	580	13	...	4	1	38	2,385	3,858.80
1897	16	1,807	2,068	...	786	791	26	...	2	4	13	5,513	7,600.56
Total	58	2,533	3,208	1	1,247	1,515	43	1	8	6	231	8,851	\$13,908.76

If all the railroads would take concerted action against tramps, in a few years the following very satisfactory results would be achieved: First, very few tramps, if any, would try to beat their way on trains; second, an appreciable number of them would give up tramping altogether, because their present railroad privileges are to many the main attraction of the life; third, a few would try to do pure criminal work again, partly out of revenge and partly because tramping on the turnpike would be too disagreeable, and, fourth, a great many would take to the highways where some might be made to do farm work and where all would at least be in touch with farm life. Exception may be taken to the third on the ground that great harm would come of an increase in the professional criminal class, but, as I have said, tramps are really discouraged criminals, and a return to the old life of which they made a failure would only land them in the penitentiary. For the benefit of railroad police forces which may be organized in the future, the

following suggestions, although used before in another publication, seem to me to be worthy of consideration here:

The title detective should not be given the men. They are not detectives in the ordinary sense of the word, and to be so called hurts them with the public and with their fellow employees. Railroading is a business done above board and in the public view, and its police service should stand on a different footing from that of a detective force of a large city, where all the world knows that secret agents are necessary. They may be necessary at times on railroads also, but there already exist reputable agencies for furnishing such service.

The superintending officers of the force should be superior men. In the average municipal police organization the chief, inspectors and captains come from practically the same stratum of society which furnishes the patrolmen, and the latter have but little to look up to in their commanders but an accidental authority such as they may themselves enjoy if only they live long enough. In Germany a police patrolman has not the slightest hope of becoming so much as a lieutenant until he has passed a very severe examination which practically implies a college education, and he consequently realizes that his superior officer is entitled to his position on other grounds than mere "pull" or "seniority," and learns to have great respect for him. A similar dignity should be attached to the authoritative positions in the railroad police, and to secure it able men must be employed.

The superintendent of the service should be as supreme in it as is the superintendent of a division. If he has been chosen for the position on account of his fitness for it, the supposition is that he knows how to fill it, and there should be but one authority to whom he has to answer. I bring up this point, because on most railroads the police arrangements are at present such that almost every head of a department gives orders to the "detectives." Even station agents on some lines are allowed to regulate the local police officer's duties. Whether an American railroad police can be organized on as broad lines as in

Germany, where, as stated above, practically all the railroad officials have police power, is a question which can not yet be definitely decided—the conditions in the United States are very different from those in Germany, and it might be that the sentiment of the people would be against giving so many persons police authority—but I think it would be advantageous to experiment with the trackwalkers, crossing watchmen and gatemen and see whether they can be incorporated into the railroad police. Great care must, of course, be exercised in picking out the men to be given a patrolman's privileges, but an examination such as all German railroad police officials have to pass would seem to be a precaution which ought to secure safe officers. If such an arrangement were made, the railroad police force would admirably supplement the municipal police and the rural constabulary, and the physical, mental and moral requirements of the examination to be gone through would have a tendency to elevate the *morale* of the men, not only as patrolmen, but also as railroaders.

In conclusion, I desire to emphasize the fact that reorganization of a railroad company's police service by no means implies an increase of expense. A man who understands the work to be done could safely go to any one of the large railroad companies that employs a police force, and is, nevertheless, much troubled with tramps and trespassers, and contract to give better service for the same amount of money that the ineffective force costs. Reorganization means system, order and faithful service, and on the lines whose police force has been described these virtues have relieved the property of a miscellaneous collection of vagabonds and criminals, and have saved money, not only on the pay rolls, but in the department of claims, as well.

Mr. Galloway: I move you, Mr. President, that this Association extends to Mr. Willard a vote of thanks for his very able paper.

Seconded by Mr. Whittelsey, and carried.

President: This paper will find its way into many a gen-

eral manager's office, and I have no doubt it will result in a great deal of good to the country at large. I feel very much benefited myself.

Mr. Bender: I move that this paper be made a part of the record.

Seconded and carried.

President: Mr. Willard, in large cities do you favor the railroad police officers working with or under the instructions of the municipal police?

Mr. Willard: I think that the railroad police should be on friendly terms with the municipal police; but I do not favor very much familiarity.

Mr. Whittelsey: What is your method for arriving at the figures?

Mr. Willard: I must frankly confess that they are only approximate; I never come to any conclusion of my own. I take the report furnished by the Government, and the record of the poor houses and station houses. If I had to make a guess from my own experience, I would say there were more than 60,000; but the Government reports make it between 50,000 and 60,000.

Mr. Bender: Does that include these local people of which you spoke?

Mr. Willard: Not at all; these are professional tramps.

President: Is there anything in this talk we often hear about the signs chalked on the ends of box cars?

Mr. Willard: There is not very much in that to the professional "Hobo" There is a little of this done by the turnpikers, but not by the professionals.

C. T. 71.

PENN'A LINES WEST OF PITTSBURGH.

..... *Division.*

POLICE OFFICER'S CAR REPORT.

..... *Station,* *190*.....

Train....., *Conductor*.....

Initials..... *Car No.*.....

Arrived..... *M. Departed*..... *M.*

Contents..... *Time Examined*..... *M.*

Destination

..... *Side Door*..... *Seal No.*.....

..... *Side Door*..... *Seal No.*.....

..... *End Door*..... *End Door*.....

Remarks :

.....

.....

.....

.....

.....

..... **Patrolman.**

Send this Report to the Division Captain.

Captain's Monthly (Personal).												
CHARGES.	Number of Arrests.	Fined.	Paid.	Discharged.	Nolled.	Disposition not known.	Workhouse.	County Jail.	Hospital.	Asylum.	Penitentiary.	Amount of Fines Paid.
TOTALS.												

REPORT OF ARRESTS FOR THE MONTH OF 190.....

P. L. 205.

PENNSYLVANIA LINES WEST OF PITTSBURGH. PATROLMAN'S REPORT.

To be made on the 7th, 14th, 21st and last day of each month.

.....Station.

.....Division.

VISITED BY OFFICER, WHEN AND WHERE.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
M.	M.	M.	M.	M.	M.	M.
M.	M.	M.	M.	M.	M.	M.

GIVE FULL EXPLANATION IN "REMARKS" COLUMN ON THE FOLLOWING SUBJECTS:

Accidents. Doors and Windows Open or Broken. Condition of Fences. Visited by Officer. When and Where. Robberies. Employees Working or Neglecting Duty. Defective Crossing Plank. Suspicious Characters Observed. Fires. Goods Exposed on Platforms. Condition of Depots and Waiting Rooms. Depot, Switch or Target Lights not Lighted. Property Stolen. Bill Posting on Fences. Frogs and Guard Rails not Blocked. Watchman's Register Clock out of Repair. Merchandise Cars at Station not Sealed or Locked. Were Gates Lowered for all Trains. Condition of Buildings as Regards Fires. Special Reports will be made on all Cases Requiring Immediate Attention.

DATE

REMARKS

Patrolman.

(To Lieutenant or Captain.)

Date	Name of Person Arrested	Where Employed	Where Arrested	Charge	Where Tried	Sentence	Amt. Paid

Maximum Load of Cars.

Secretary: Next on the call is the Maximum Load of Cars. By request, Mr. A. J. Elliott read the paper.

Maximum Loads for Cars.

BY C. A. PAQUETTE, SUPT. C. C. C. & ST. L. RY.

This brief paper is not written with the expectation of enunciating some new and novel proposition, but rather to reiterate some very trenchant truths relative to economical transportation.

The transportation department of a railroad is essentially one of expenditure, and at the end of the year there is nothing left but an impressive lot of figures. The maintenance of way department can spend their money and have a lot of new rail or new ballast, a new station or a bridge to show for it; the motive power department can exhibit new cars and engines, but all that is left to the unhappy head of the transportation department is a comparative statement that makes him agree with the railroad man who, speaking of these same statements, said that "figures don't lie, but they're dogged deceiving." Naturally, therefore, the watchword of this department is economy. We have elaborate sheets of figures showing how much oil and fuel is used per mile by engines; we check train supplies as though each torpedo was a silver dollar and each flag and marker a yard of silk; we watch our daily train reports and see that the full rating is being carried, and if not, demand full and satisfactory explanations. In innumerable ways we watch the expenditures, but are we not losing sight of, or, at any rate, putting in the back ground, the most important feature of transportation economics?

The average lading of a car runs about 28,000 pounds.

We therefore haul a train over the road of which about 45 percent is lading and the remaining 55 percent represents dead weight. In view of the fact that the cry is for cars of greater capacity, the figures seem to be greatly out of proportion. Before increasing the capacity of our cars and the consequent more than proportionate increase in the dead weight, we should learn to load our present cars to more nearly their full capacity. It does not require a very exhaustive mathematical demonstration to show that by devoting our attention to the loading of cars to the utmost we will effect an economy where it will do the most good. Increase the loading of your cars 10 percent and you decrease your car mileage 12.2 percent with the same train earning capacity. True, your comparative statement may not show any great economy in fuel per train mile or per gross ton mile, but then, comparative statements were never invented to make the reputation of any official; they are for the purpose of aiding him in securing the best results. There need be no argument set forth in advocating the cause of maximum loads for cars. No one will dispute the general proposition that the greatest economy is effected by increasing the ratio of lading to car. Every car cut out of a train means 15 tons non-revenue load dropped out, and this, for a 100-mile run is a saving of about \$1.60.

Reform in this line can be effected in a good many ways. Agents' reports should be closely watched and they should be made to see that a car is loaded to its full capacity or give a sufficient reason for any action to the contrary. An agent will bill out a 60,000 pound capacity car with 43,000 pounds of oats and say that it is loaded "to the roof," but some little shovelling on the part of the grain dealer will result in getting in about 58,000 pounds, a gain of about 34 percent in revenue lading and a decrease of about 8 percent in the ratio of gross tonnage to net tonnage. The greatest improvement, however, can be made in cars loaded with merchandise and machinery. At the end of local freight runs night transfers should be instituted, consolidating loads. As I write this, the report of such

a night transfer at a small station for the month of June comes to me. There were 335 cars received and these were consolidated into 168 loads, a decrease of nearly 50 percent. This was done at an average cost of $20\frac{1}{2}$ cents per car. Another case that comes to my notice—at one of our large western terminals where 583 carloads of grain were delivered us for the seaboard, we transferred contents into 437 cars, a saving of 146 cars. Local freight crews should be impressed with the importance of transferring cars en route whenever a car has been unloaded to the point where it has a ton or less of freight in it, and the car thus made empty dropped at a way station when needed. Your freight house foreman should be a man of good judgment and with an eye to the question of giving a car a load, as Samuel Weller says, "as is a load." He can do more to govern the ratio of revenue tonnage to gross tonnage than any other single employee. The use, or rather misuse, of cars in handling Company's material is a source of much light loading. How often do we see a flat car going over the road with a pair of wheels, and in the same train, perhaps, a car with a frog or a pair of switch points for the track department, and still on another car a couple of bridge caps. The transportation of Company's material is an abuse of cars that has deserved notoriety. A large percentage of such material could just as well be shipped in a way car and save the handling of an alleged loaded car.

Another way of economizing in car mileage is in the use of double deck stock cars instead of single decks. Stock men should be discouraged from loading single decks. I know of some roads that will not load a double deck car, and there is a strong suspicion that a potent reason for it is so that they will show no decrease in their stock traffic. We are too much the slaves of the comparative statement, and, in the maze of figures, lose sight of the fact that net revenue is what we are after.

The matter of carrying out a policy of loading every car to the utmost, thus decreasing the cost per ton for carrying, must give most gratifying results in every item connected with the movement of trains. It is the ne plus ultra of transportation.

President: You have heard this excellent paper. What is your pleasure?

Mr. Zion: I move that the paper be accepted, and a vote of thanks tendered Mr. Paquette.

Seconded and carried.

President: Are there any remarks? This question of loading merchandise has been up with our lines in the West recently, in the past few months, and I would like to inquire of the Superintendents here, who are loading merchandise cars heavily, whether you are having any, or many, complaints from conductors and agents at junction points about the cars not being properly loaded. I notice that since we began to load the cars heavily, running our merchandise up from 7,500 pounds per car to 9,000 and 10,000 pounds, which means that some of the cars are loaded with 22,000 or 25,000 pounds of merchandise, and other cars, oil cars and refrigerator cars, with possibly 2,000 or 3,000 pounds, that the conductors and the agents, where these cars have been doubled up, are making very vigorous complaints about the cars not being properly loaded, badly stored, and that they can not find the stuff, and all such things. Investigating the matter with the freight house people, and going through the cars personally to see how they are stored, at frequent intervals, have not discovered a single instance where freight was not properly stored, except as we would have farming implements, buggies, windmills, and where things would lap over. I would say that it has been a source of a great deal of annoyance to us—these complaints. I would like to know if similar conditions exist elsewhere.

Mr. Paquette: So far as our line is concerned at transfer points, the transfer men are given a list, showing on what side certain freight stations are located, and they load the cars accordingly. We had trouble for a while, but after getting after the matter vigorously, we obviated it to a great extent. If everything is laid out in the proper place on the floor of the car, and nothing is on top or behind anything else, you will have very little trouble about it. First they made complaints

that packages were out of station order, and that it was impossible to get to them, on the wrong side of the car, and that was true in a great many cases, because it is impossible to always load cars in that way, or the most convenient way to unload for many reasons, but after trainmen begin to appreciate what the situation is, their complaints will very largely stop.

President: I would like to add, while we have this subject under discussion, that a good many of these complaints of disarrangements are not due to bad loading. As cars are now being equipped with automatic couplers, they receive harder jars and jams; they get some very severe shocks on the road and in the yards. You take a car loaded with 18,000 pounds of merchandise, miscellaneous, boxes of crackers, raisins, commodities put up in frail packages, and give that car a terrible hard knock, the heavy freight will go through the light freight, and then when the car is opened at the junction point the agent thinks that the car was miserably loaded, scattered and mixed, and the fellow who has charge of the loading hears from it in vigorous terms. This question of heavily loading of merchandise cars is something that is attracting the attention of all of the railroads of the country, and if you have not had the complaints and the experience, I want to say to you that you will get them. If you are not loading your merchandise cars now as heavily as they might be, you will have to do it pretty soon, and when you do, remember my words, "You will have kicks coming."

Mr. Brimson: We have had the subject up for over two years. We never hear from our conductors or receive reports of improperly loading, and for the past six months I do not think that I have received a report of improper loading of cars. We do not handle cars having less than 5,000 pounds. We keep it over until the next day. We have been successful, and have increased our loading very materially.

President: You will find that you will never have any complaints about the loading of a car if there is less than 8,000 or

9,000 pounds in it; it is the car having 15,000 to 18,000 pounds that are complained about.

Mr. Bender: I want to ask Mr. Brimson if that 5,000 pounds minimum is out of terminals or local stations?

Mr. Brimson: Out of terminals.

President: I would like to ask about oil cars. Do you load oil every day?

Mr. Brimson: No, sir.

President: Do you hold it over till you get 5,000 pounds?

Mr. Brimson: Yes, sir.

Announcement.

Secretary: Mr. Akers would like to say a few words to the members before they begin to scatter.

Mr. Akers: Gentlemen, it seems that we will get through with the business of the meeting today, and we have arranged to start on our Mammoth Cave excursion tomorrow morning at 8 o'clock, returning about 6:00 o'clock in the evening.

Grain Door Question.

Secretary: The next paper on the call is the "Grain Door Question," by Mr. Barnard, of St. Louis.

Grain Doors.

BY H. C. BARNARD, SUPT. TERMINALS, L. E. & ST. L. C. R. R.

The grain door subject is indeed a knotty one and difficult of solution, as all must admit who have given the problem consideration. The loss and expense to the railroads on this account is great, and he who finds a remedy for the present method of confining grain and other products requiring protecting boards will or should receive substantial reward. Can this be done with the patent or permanent door? The writer is skeptical and does not believe this is possible unless accomplished at too great expense.

The author will not attempt to state how many letters patent have been granted for such devices, but he feels safe in saying almost as many as of automatic car couplers. Some of them have merit, but all are subject to the one objection of being too expensive, considering their short life. They range in cost from eight to twenty dollars per door and from sixteen to forty dollars per car. Another objection to such doors is the fact that they can not be readily raised with the load pressing against their sides, and, as a natural consequence, the elevator man, who has no time or patience to waste, will force an entrance the quickest way, which usually is to cut a hole in the obstinate barrier or else totally wreck same, and pass on to the next with probably the same result. One door said to overcome the necessity for such harsh measures of opening is so arranged that the doors can be raised with chain and windlass attachment located at each end of car. While this door may have overcome the objection mentioned, there must have been other or more serious objections to its existence, as I have been unable to learn of any in use at this time.

Still another door, which was in use on several important lines for short periods, was arranged on the principle of a folding desk. The cost of this protector must have been considerable and its life and usefulness shortened by the arch enemy of wooden doors—the man with hammer and nails.

Another door used by one large system at least is designed with a view of avoiding the use of nails for holding same in place. This door is worthy of more than passing notice. Its arrangement is such that the sliding rods are set in flush with the door posts and therefore safe from displacement; it is strongly made, and, with fair usage, would last several years. The face of door posts are plated with iron to permit raising of door with little effort and to obviate the use of nails. The author examined a set of these doors in an 80,000 capacity car that had been in the service, perhaps, four months. He counted thirty-four nails and spikes of various sizes driven in one door and forty-two in the other. The aprons of each door

were almost wrecked and worthless from this cause. The nails were placed where there could be no possible need of further security than that already provided for. It would appear like the "nail-driver" desired to impress upon the inventor the fact that his door was not indestructible.

There is also a metal door in the market and a few in use, but it has not been the good fortune of the writer to see the same or to have an opportunity to inquire into its usefulness. Such a door would certainly overcome many of the objections pertinent to the wooden device, as it would defeat the nailing mania.

An elevator man is the inventor of another door which he contends will overcome many, if not all, the objections enumerated to the class of doors mentioned above. It is in use in a limited number of cars at the present time with good satisfaction, so it is claimed. The patentee says the idea was suggested to him by reason of the wanton destruction of doors by his elevator employees, who, when remonstrated with, demonstrated the fact that a majority of the doors could not be removed without destroying or seriously impairing their further use. The main principle of this door is that it opens outwardly at the bottom fifteen to eighteen inches, which is sufficient to release the load in any event. When not in use it fastens to the roof of car. With this door it can be readily seen there could be no occasion for use of bar in raising. The process of releasing same at the bottom is quite simple and can be quickly done without force or tools of any kind. One possible objection to this door is, whether it is strong enough to withstand the strain against it from the inside; if not, this defect should not be insurmountable. Its cost should be another factor in its favor, as it can certainly be manufactured as cheap or cheaper than any door in the market.

The patent or permanent door has many qualities to commend it, and when proper attention is given to its maintenance the road so fortunately equipped has an advantage over a line whose cars are not so equipped, for the obvious reason that its

cars are always ready for any service for which they may be needed. This factor at a large terminal means much in the saving of time, as the cars have to be switched to repair track or point at which temporary doors are applied, and, again, no bills can be rendered for doors against the line which has its equipment in this ideal stage of perfection.

The writer has been unable to get from any source figures showing the cost of maintaining permanent grain doors. Such information would certainly be interesting and enable us to decide from an economical standpoint between the permanent door and its copartner, the temporary door. The experience of the writer has been solely with the temporary door. He has found them to cost from sixteen to thirty cents per door and from thirty-two to sixty cents per car. In cars of 60,000 capacity or above it is safe to add one third more to the total cost. This does not include the labor of placing or the expense of switching. The former expense has been as high as thirty cents and as low as four cents per car, depending on class of labor employed and distance material had to be moved. It is contended by some that it is not the duty of the carrier to bear this expense; that same should be paid by the shipper. I do not think the claim can be sustained or brought to successful practice for the reason that the patron has a right to demand a car that will carry the commodity he has to ship without additional expense to him. Those lines that are applying the permanent doors certainly take this view of the question, which is good evidence that the present custom will prevail indefinitely. While this item of expense to a large grain-carrying line is considerable and liable to further increase by reason of scarcity of timber, there seems nothing to do but to bear it. The usual method of prorating expense of grain doors between connecting lines is on a revenue basis, although I believe there are exceptions to this practice—one large system taking the position that it will not participate in such expense; that it will apply the doors to all cars needing same that may be loaded on its line and will expect connections to do the same. It is diffi-

cult to understand how this position can be maintained against a competitor following contrary practice.

Considering the question from all standpoints, it is the opinion of the writer that cars can be graindoored much cheaper by the carrier than by the shipper or elevator people, and that it is preferable to do so; also, that, with all faults, the temporary door is at present more economical than the patent or permanent door.

Mr. Brimson: I move that the paper be spread upon the minutes, and that Mr. Barnard receive the vote of thanks of this Association.

Mr. Whittelsey: I second the motion. Carried.

President: I might say, as a starter, that those who have followed the proceedings of the Kansas City Division for the past few months, know that we have had this question up, and gone into it pretty thoroughly. For the last two years we have been having a hot time on the grain door question.

The elevator people have been after us pretty hard. We agreed several years ago to pay 25 cents per door, or 50 cents per car, but owing to the advance in the price of lumber, and the price of nails and labor, the elevator people came out with a petition last December, asking that it be 60 cents per door, and presented some very good evidence, showing why their demand should be made. We have just finished the question, or settled it rather, in the Kansas City Division, by recommending to submit it to letter ballot vote that we pay 40 cents per door. Investigation shows that they cost all the way from 40 cents to 50 cents per door, and some places in the West they cost as much as 60 cents.

I notice that Mr. Barnard estimates the cost of temporary doors at 16 cents to 30 cents per door. I do not know but what we would enter into a contract with him to furnish us with doors at that price. We are paying 37 cents to the mill down in Arkansas. I do not know who will make them for 16 cents.

Mr. Perkins: That depends upon the size of the door.

President: I do not know that you are having trouble in the other cities, but there seems to be a good deal of it with us, but, of course, we have the granary of the world at Kansas City.

Railroad Terminal Facilities at Kansas City.

Secretary: The next on the call is the "Railroad Terminal Facilities at Kansas City." The paper is by Mr. F. B. Parker.

President: Mr. Parker expected to be here, but at the last minute was unable to come. Mr. Elliott will read the paper.

Railroad Terminal Facilities at Kansas City.

BY MR. F. B. PARKER, SUPT. TERMINALS, KANSAS CITY
SUB. BELT R. R.

To many people of the Eastern and Middle States the name of Kansas City suggests to them a thriving town far in the West—almost on the borders of civilization—a locality closely associated with the cowboy, as depicted in "Texas Siftings," and business conducted along lines similar to "The Arizona Kicker."

These ideas are formed by the many reminiscences of the early days told by those who braved the dangers of the plains and mountains and crossed the continent during the gold craze of "'49 to '56."

The idea of a metropolitan city on the site of the historic "Westport Landing" seems to them incredible. This fact was well illustrated during the recent National Democratic Convention. Many thousands of prominent men of the East, who attended that event, were profuse in their expressions of surprise at the marvelous development and facilities of the city. One delegate from New York brought his gun and hunting suit with him, thinking that he would go on a deer hunt while here.

From the village of thirty years ago there has grown a city of 300,000; from the laborious transportation by ox-cart and river steamer of a few years since there are now twenty systems of railroads, comprising altogether thirty-nine separate lines,

with a total mileage of 50,000 miles, making Kansas City the second important railway center in the United States.

In addition to the lines centering here the city has two Belt Railways which form connection, making a complete circuit of the city, and having one hundred and twenty-five (125) miles of track, which, with the switches of the various trunk lines, reach the total of five hundred and ten (510) miles in Kansas City, including tracks owned by packing houses, private industries, etc.

Over this 500 miles of track in Kansas City there work an average of 110 yard crews daily, who make up and send out 304 freight trains and 200 passenger trains, besides handling daily the enormous average of eleven thousand (11,000) freight cars.

Of the eight largest railroad systems in the world, Kansas City has four, namely: Chicago, Burlington & Quincy; Atchison, Topeka & Santa Fe; Chicago, Milwaukee & St. Paul; Missouri Pacific; the mileage of these systems being from five to eight thousand miles each.

Quite a number of railroad officials over the country were doubtful whether Kansas City would be able to handle satisfactorily the extra cars and travel which the recent Democratic Convention would bring here. The crowd, numbering about 100,000 people, came to Kansas City in 2,000 passenger coaches and sleeping cars, and were taken care of with little inconvenience, and, it is safe to say, that so far as the railroads are concerned they could have handled as many more.

Kansas City occupies a unique position in respect to its facilities for interchange of business, in that nearly all the yards are located in what is known as the "West Bottoms," and within a territory of about one square mile. This is a condition which does not exist in any other city of equal or greater importance in the United States or the world. Within this same territory and contiguous to it are located the extensive Stock Yards, second in size only to Chicago—the largest in the world—the large packing houses, and most of the manufactur-

ing industries and wholesale establishments, embracing the implement houses through which are handled more agricultural implements and farm machinery than are forwarded from any other single city in the world, and makes it possible to handle business between the various lines, and to and from the various industries referred to, with greater dispatch than would be considered possible by anyone not familiar with the situation, and for this reason many large dealers have found it to their interest to establish themselves in Kansas City, as it gives them an advantage which is not enjoyed anywhere else.

Kansas City is the gateway to perhaps the largest granary in the world, and as crops are dependent on weather conditions, purchases are not made until they are assured. This fact creates a rush of telegraphic orders which are expected to be filled the same day they are received—I am speaking now particularly of carloads—and the close proximity of the various industries to the various lines makes it possible for the roads to carry out the expectations of the purchasers and the wishes of its patrons. Orders are received late in the afternoon for implements with which to work certain crops or to prepare the ground, and a delay would be disastrous. The order is immediately filled, the shippers tell their troubles to their railroad friends (and, as you know, we are all friends in Kansas City in everything that goes to make its business successful), and no matter whether or not the shipper is located on the line over which the shipment is to move, it is very seldom it fails to make connection with the train service desired, and our agricultural friends are happy.

These are not isolated cases, the above being a faithful illustration of how a large proportion of such business is handled, and the same unique situation also helps the interchange of L. C. L. shipments, which is largely by car transfer, saving the cost of drayage, which would be considerable on the very heavy business passing through this gateway, and brings the freight to the various warehouses in the most convenient way to handle, and in such time as allows of its reloading for final destination the same day it arrives over inbound line. Thus

it will be seen the local situation not only helps the shipper, and therefore the general business of the city, but also the through business of the various lines, cuts down in the aggregate the number of cars in transit between them below what it would be if they were farther apart, and enables them to transact a very large business with small terminal facilities, and so assists in economical handling, as the purchase of large tracks of ground and maintenance of more extensive yards is unnecessary, and for that reason it is to the interest of every new growing city to consolidate its railroad facilities as much as possible after the pattern of Kansas City. Kansas City does not claim to have invented this system as an *idea*; it came about through the territory referred to being limited and partly surrounded by impassable hills, and all the credit we claim is that we have recognized a good thing when we have been shown, and which we recommend for adoption wherever it can be followed as an *idea*.

President: I would like to remark that this paper is not intended as a boom for Kansas City. Kansas City, at the present time, has all the notoriety she needs through the "16 to 1" plank adopted at the recent convention, but Mr. Parker thought that so many of the other questions pertaining to railroad matters had been covered by the Association, that it might be of interest to call attention of his eastern brethren to some of those peculiar conditions existing there. It is a fact that the railroads are mostly in the bottoms, within a territory of a square mile, and the interchange is made exceedingly easy, owing to that fact; a man can take a transfer from one yard to another in a very short time. They do not have to start out in the morning and get back in the evening, as they do in Chicago, where they will only make two or three connections in a day. I think that the closer the railroads are gotten together, the more economically they can handle their interchange business.

Mr. Bender: I move that the paper be received, and the thanks of this Association extended to Mr. Parker.

Seconded and carried.

Appointment of a Nominating Committee.

Mr. Brimson: I move that a committee of five be appointed to bring into the Association such a ticket of officers for the ensuing year as they may desire to submit.

Seconded by Mr. Whittelsey, and carried.

President: I will name as members of that committee, Mr. Brimson, Chairman, Mr. Whittelsey, Mr. McKeen, Mr. Bender and Mr. Barnard.

Selection and Development of Men.

Secretary: The next subject is the "Selection and Development of Men." The paper is by Mr. Taylor.

Mr. Taylor could not be present. The paper was read by Mr. Stapp.

The Selection and Development of Men.

BY BUSHROD W. TAYLOR, SUPT. P. C. C. & ST. L. RY.

It is with pardonable trepidation that one undertakes the task of preparing for consideration by so technical and experienced an audience as is this, a paper having for its purpose the advancement of professional practice.

However, that most thorough school, "Experience," has taught the writer that with the results of a duty performed to the best of one's ability the doer need not concern himself; therefore this paper must find its justification in the sincerity of spirit in which it is conceived and the integrity of purpose with which it is submitted.

The past few years have been marked by conspicuous steps in the evolution of our business. The railroad of today is distinctly a different entity from the railroad of my first knowledge

as to itself, its methods and practices and its relation to economic problems.

Of necessity, incident to this evolution, have grown, of general practice, responsibilities and economies unconceived a few years since, or if conceived, lightly put aside as the chimerical theories of an impractical dreamer.

Of these successive steps in economy made necessary, and resulting in the conditions of today, your attention is invited to the finance, the organization, the power, the permanent way and the methods and practices of obtaining, collecting and handling that business furnishing the cause for our being.

In every department have the appliances and methods made substantial improvement, otherwise we could never have attained those results in which I think we are justified in taking pride. The gross to be found in the passenger train and freight ton mile will, in my opinion, continue to decrease, and that the net shall in any degree be satisfactory, still further economies must be compassed.

With the tools, appliances and present methods we can not reasonably expect such results as have already been attained. There will be further progress, but it must be slow when contrasted with that which has gone before, and thus am I brought to the consideration of that subject with which I have captioned this paper—"The Selection and Development of Men."

With the preliminary organization I have not concerned myself, feeling that each management must work out its own plan of salvation in accordance with its own best judgment and that general demand which I conceive to be as imperative and as unavoidable as the law of gravity.

I deal, therefore, with those employees below the grade of head of department, and in a paper of this scope must eliminate from consideration the separate departments of the service; my views and theories as hereinafter set forth being intended for application to all employees of whatever grade and class within the limits before stated.

It appears to the writer that in the past we have not devoted

the required amount of attention to raising the standard of the men. I concede credit to that which has been done, but I do not think the effort has been in concert, of sufficient breadth and scope, or applied in that degree commensurate with the importance of the subject.

The first step in the right direction must of course be in the selection of the new material, and this, in my opinion, constitutes one of the most important duties entrusted to an executive officer. I am distinctly in favor of exacting of applicants for service a physical, moral and educational qualification, and I believe to be money well expended that which makes such requirement an actuality.

I apprehend that no argument is demanded in support of the following. The business is one requiring in its rank and file sober, honest and industrious men, skilled in their art, and among their number there is not room either for the afflicted in body or the unhealthy in heart or mind.

In general, applicants for employment should be physically up to the standard of the United States Government in its requirement for men in either branch of its military service.

Applicants should be of honest parentage, of reputable and respectable standing in the community and preferably eligible for or in possession of citizenship.

Educationally the applicant should be able to read, write and speak the English language intelligently and understandingly.

The selection being made, your company's money is invested, and the subsequent expense, for expense there must be, is justified or not justified in degree as you attain results. I think the old theory that, given the opportunity, any man can learn the business is obsolete. Today it is generally recognized that new men must be instructed, stimulated, watched, corrected, and, in short, developed, their professional development being a part, though the major part, of their general fitness.

This scheme of work can not be delegated. Individual parts may be so delegated, but in its entirety the responsibility must

rest with the executive head, and is dependent upon his heart, his energy, his supervision and his sincerity; the result, satisfactory or unsatisfactory, his expense justified or otherwise.

The results are readily recognized—first in the men, second in the money, and always in the *morale* of the road.

I here digress, that I may call especial attention to that attribute of the foregoing described duty, generally designated as "Discipline." I know of no word in the English language more misused, or made the cloak for more wrongdoing, injustice and incompetency, than is this same word. I conceive this to be true, because in our hurry-up occupation we are not critical, and will accept almost any term that will express our idea quickly, even though use of said term is a corruption of its legitimate meaning.

Webster, in defining the noun discipline, gives as its synonyms education, instruction, correction, chastisement. The meaning of the verb, according to the same authority, is:

"To accustom to regular and systematic action; to bring under control; to teach subordination to."

Its synonyms are defined as follows:

"To train, form, bring up, regulate, chastise and to punish."

If I properly conceive the idea, discipline is an essential feature of every systematic organization designed to afford a stated service, and including in its makeup a *personnel*. I believe the affairs of life are so well ordered that no essential feature of existence is demanded that has not as a cause an underlying principle of right. I conceive that in the case of discipline this principle is the broad and human one of equity.

Believing it essential to a clear appreciation of the idea sought to be conveyed, I assume the liberty of quoting to you Webster's definition of the noun "equity," as follows:

"Justice; impartiality; the giving or desire to give to each man his due according to reason and the law of God to man; distinguished from justice in requiring a more perfect standard than any positive enactment or custom; the quality of being equalhanded or just; evenhanded action."

It is my further conception of this subject that there is no principle of right living that does not find some expression in the underlying structure of human law. These laws are but the method of forcing upon our attention the necessity of proper regard for that principle in which they find their justification.

The expression of law which justifies a system of discipline I conceive to be, in civil life, "The Riot Act" and the ordinary police regulations; in military life, "The Articles of War" and the regulations of the respective branches. I do not think that this duplication of the same thing is by chance.

This double expression of the same thing has reasons for its existence, and such reason is to be found in the fact that the administration of discipline must, of necessity, be prosecuted under different conditions. Those conditions may be broadly separated under the head of normal, or abnormal or emergency conditions, and it is to meet these requirements that this double expression is essential. To go a little further in this direction, attention is called to the very broad lines upon which these regulations are based. This is no more by chance than is the separation above referred to. It grows out of that condition which makes it necessary for the administrator of discipline to be largely untrammelled in his action, that injustice may not be done.

The effect sought to be attained by the administration of discipline is clearly outlined in the definition quoted. It is an improvement in the service, such improvement being caused by a wholesome checking of irrelevant tendencies in the individual disciplined, and by affording an object lesson to fellow servants.

If this statement is correct, then it is essential to the accomplishment of the result that there be eliminated from every act of discipline any vindictiveness or malice. The idea of "getting even" has no place in the consideration of this subject.

In this same category and in this same way must be treated the individuality of the administrator of discipline. One who administers discipline must occupy a position superior to that even of a judge. He must not only weigh the evidence, but,

in determining upon his line of action, must temper justice with mercy, and steer that tortuous course which will bring the individual punished to a realizing sense that he but reaps the reward of his own shortcomings.

The legitimate result of discipline contains no element of bitterness or resentment. The party disciplined should not attribute the punishment to the *personnel* of the organization, but to the requirement of that service of which he is a part.

Personally I incline to a civil and classified service, in which merit shall reap its reward, length of service to be of consideration only when other things are equal; the advance preparation in the lower grades for the responsibilities of the next higher, and the application of discipline in its highest and most proper sense; and believe that in degree, as the ideal is attained, will the final net result, wherever reviewed, justify the wisdom of the general plan.

Lastly, those men who are taken in early life, trained in the service and worn out, what of them? Does the company owe them no duty other than the daily wage? Are they to be cast adrift in their old age and dependency, to die of want and no blame attach to those for whom they have given their energies? I think not.

The providence of development will reduce the cases in point, but for such as exist, provision must and properly should be made. Every organization needs, and, if complete, must provide, its pension department to care for those who are worn out or incapacitated in the service. This expense must be guarded and worthily administered and applied, but it is as essential as is the first examination; and in it, in part, must be found that proper reward for continuous and faithful service, loyalty and fidelity to the company, and that equanimity of conscience and happiness of mind attending the final verdict of "Well done, thou good and faithful servant."

President: You have heard this most excellent paper. What is your pleasure?

Mr. Zion: I move that the paper be accepted, and a vote of thanks tendered Mr. Taylor.

Seconded and carried.

Mr. Elliott: I have been a worker among young men for several years. I would say here in Kentucky, when you select a horse, you look into his pedigree. I believe that blood tells in human beings the same as it does in horses. This looks into the parentage.

President: This is one of the most important things with which an executive official has to deal. We all recognize that fact. The paper covers the subject so thoroughly that there may not be much discussion upon it; but it is one that comes up periodically, and there is much food for thought in it.

Vote of thanks to Various Parties.

Mr. Zion: Is there anything before the Convention, Mr. President?

President: I believe there is nothing further.

Mr. Zion: While we are waiting for the report of the nominating committee, I would like to offer a resolution of thanks for the courtesy of the following parties:

Mr. M. L. Akers, Chairman of the Committee on Arrangements; Mr. C. J. Klein, Superintendent of the L. & N. R. R.; Mr. W. H. Newman, Committee on Refreshments, Galt House, L. & N. R. R., account of Mammoth Cave excursion; Mr. M. L. Akers, account of L. & J. Bridge; Mr. N. C. Brunnette, T. M., P. C. C. & St. L. Ry.; Mr. B. S. Josselyn, Manager, K. & I. Bridge, account of terminal trip; Swan, Abraham & Co., account of caps; Louisville Transfer Co., I. & C. R. R., account of terminal trip; Mr. D. Breck, account of Mammoth Cave trip.

Mr. Galloway: I take great pleasure in seconding the motion.

President: It gives me pleasure to put the motion.

Unanimously carried.

Earlier Preparation for the Annual Meeting in 1901.

Mr. Perkins: The subjects to be discussed at this meeting and a few of the papers were sent out the latter part of last week. The first that we saw of them were last Friday when they were distributed at St. Louis. Previous to that we had no knowledge as to what subjects would be discussed. It seems to me that this state of affairs could be prevented if we would start early enough in the year to get the papers out, and into the hands of the members, so that they can make their own investigations, and form their own individual ideas on the subjects to be discussed, and for that reason I would like to offer the following resolution:

Resolved, That the subjects of papers to be presented by each Division for the 1901 annual meeting of this Association be sent in to the Secretary, and by him sent to the various Divisions not later than two months before the meeting; and that the papers be sent to the Secretary early enough for him to distributed them to the members, in printed form, at least one month before the meeting.

Seconded and carried.

Salary of the Secretary.

Mr. Galloway: Mr. President, is new business now in order?

President: Yes, sir.

Mr. Galloway: I would like to offer a resolution that this Association increase the salary of its Secretary to \$25.00 per month. We pay him now \$16.66 per month, and it seems to me that with as much work as there is connected with it that \$25.00 per month is little enough, and I do not think that we can justly ask our Secretary to work for less than \$25.00 per month.

President: I would like to say in support of that motion

that one who has not been President of this Association can hardly appreciate the amount of work connected with the Secretary's part of the work. There is a great deal of correspondence; a great amount of detail of other work throughout the year that must be attended to by the Secretary, and our present Secretary has discharged these duties very faithfully, and made a most excellent Secretary. I do not know whether the nominating committee has him on the list for the ensuing year or not, but I think that an Association of this magnitude and importance can well afford to pay its Secretary \$25.00 per month.

Motion seconded by Mr. Akers.

Vote by Divisions stood as follows:

Cincinnati Division	.....	Aye
Indianapolis	“	Aye
Columbus	“	Aye
Toledo	“	Aye
Peoria	“	Aye
St. Louis	“	Aye
Kansas City	“	Aye
Louisville	“	Aye

President: It is so ordered.

Election of Officers.

Secretary: The next on the program is the election of officers. The nominating committee has recommended the following ticket:

For President, Mr. F. L. Tompkins, of Peoria.

First Vice-President, Mr. B. W. Taylor, of Louisville.

Second Vice-President, Mr. T. F. Whittelsey, of Toledo.

Secretary-Treasurer, Mr. O. G. Fetter, of Cincinnati.

Members of Executive Committee: Mr. J. B. Flanders, of Toledo; Mr. A. T. Perkins, of St. Louis.

Mr. Brimson: The nominating committee thought best not to appoint a Train Rule Committee, as that committee has been dead for the last three years.

Mr. Galloway: I move that the recommendation of this committee be accepted, and that the Secretary cast the ballot for the officers named.

The Secretary cast the ballot, and the ticket was declared elected.

Mr. Whittelsey: I would say as a member of that nominating committee, that I feel that I would like to make a minority report. I do not like the idea of going out and nominating one of the members of the committee for office, but I was in the minority, and could not prevent it; but I will perform the duties to the best of my ability.

Mr. Brimson: I am glad to say that Mr. Whittelsey was in the smallest kind of a minority.

President: I will ask the incoming President to come to the Chair, and will say, in introducing Mr. Tompkins, that I wish to thank the Association for the kindly attention and assistance I have had rendered me by the Executive Committee, and by all the Divisions during my incumbency, and I now introduce to you Mr. Tompkins.

Mr. Tompkins: It has been the custom of the incoming President, heretofore, to make a speech, but I think that I will dispense with that on this occasion, and simply say that without the hearty cooperation of the members of the Association, the officers of this Association can not be successful. We therefore ask your hearty cooperation, and we will endeavor to make the Association as successful in the future as it has been in the past.

Mr. Zion: I move that the thanks of this Association be tendered to our retiring President for the able manner in which he has conducted the affairs of this Association during the past year.

Seconded and carried.

On motion, duly seconded, the meeting adjourned at 4:10 p. m., July 17, 1900.

C. E. CARSON,
President.

O. G. FETTER,
Secretary.

CINNINNATI DIVISION.

Cinninnati, O., July 10, 1900.

No meeting of this Division held in July.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, July 2, 1900.

Meeting called to order by President A. A. Zion.

The following roads were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
P. & E. R. R.....	C. S. RHODES.....	Supt. Telegraph.
L. E. & W. Ry.	H. F. BICKELL	Asst. Gen'l Supt.
"	.....M. P. DENISTON	Trainmaster.
C. I. & L. Ry.....	A. J. O'REILLY	Genl. Agt.
I. U. Ry.....	A. A. ZION	Superintendent.
P. C. C. & St. L. Ry. *	M. W. MANSFIELD ...	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD ...	Superintendent.
T. H. & I. R. R.	Not represented.	
C. H. & D. Ry.....	Not represented.	
I. D. & W. Ry.	Not represented.	

* Represented by G. B. Staats.

VISITOR: J. B. Eckman, Sec'y Local Freight Agents' Assn.

The minutes of the last meeting were approved.

Unfinished Business.

In connection with the action taken at the June meeting, the Local Freight Agents' Association of Indianapolis, through its secretary, Mr. J. B. Eckman, arranged for the publication of the five new rules in effect at Indianapolis July 1, 1900, of which the following is a copy:

"NOTICE.

"1st. Beginning July 1, 1900, the following railroad companies will not hold shipments of freight in their freight depots, or on their platforms, longer than six (6) days following the date of arrival. If, at the expiration of six (6) days' time, shipments have not been removed from company's freight house, they will be stored in a licensed warehouse at consignee's risk and expense. Freight received on platforms of freight houses for forwarding will not be held for forwarding instructions longer than two (2) days, and if, at the expiration of that time, forwarding instructions have not been supplied, such freight will be sent to a licensed warehouse at shipper's risk and expense.

"2d. The railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

"3d. No freight will be received at the various freight houses after 5 p.m.; on Saturdays freight will not be received after 4 p.m.

"4th. No labor will be furnished for loading or unloading carload freight on team tracks.

"5th. Inspection of carload or less than carload freight, either in bulk or packages (except grain), billed to order and notify, will not be permitted unless authorized by shippers.

"Chicago, Indianapolis & Louisville Railway (Monon).

- "Cincinnati, Hamilton & Dayton Railway.
- "Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four).
- "Indiana, Decatur & Western Railway.
- "Indianapolis & Vincennes Railroad.
- "Lake Erie & Western Railroad.
- "Peoria & Eastern Railway.
- "Pittsburg, Cincinnati, Chicago & St. Louis Railway (Pan Handle).
- "Terre Haute & Indianapolis Railroad (Vandalia Line).
- "Indianapolis, June 20, 1900."

The following letter, enclosing itemized bills amounting to \$32.10. was read by the Secretary:

Indianapolis, Ind., July 2, 1900.

Mr. G. B. Staats,
Sec'y C. A. of R. R. O., Indianapolis Div.,
City.

Dear Sir: Referring to yours of June 6, I beg to advise you that the plans referred to have all been perfected. I have had printed 2,500 notices, sample enclosed, and have mailed 208 of them and delivered by messenger and taken receipt for 540 to shippers and receivers of freight. I also had 1,000 envelopes printed to send notices in. I have had the notice published in daily papers, as follows: Journal, Sentinel, News and Press, one insertion each. I also had 50 large cards printed for posting in various freight houses, giving notice of closing same at 5 p. m., except on Saturday, when they will be closed at 4 p. m. I also had 14 rubber stamps made, giving notice to consignees that freight will not be held in freight houses longer than 6 days.

I enclose you bills for expense of same.

Yours truly,
J. B. ECKMAN,
Secretary.

On motion the Secretary was directed to arrange for payment of these bills in the usual manner.

Mr. Eckman stated that all details had been arranged, and that it was fully understood by all the local freight agents in the city that the rules would become operative Monday, July 2; however, to avoid any misunderstanding, Mr. Eckman suggested that it would be well for him to be given a letter of authority, showing that he was delegated to closely watch the matter and report any violations of the rules.

The following is copy of letter furnished Mr. Eckman:

July 2, 1900.

Mr. J. B. Eckman,

Sec'y Local Freight Agents' Association.

Dear Sir: In connection with the five new rules which took effect July 1, 1900, as per printed copy herewith attached, I beg to advise that at the regular meeting of the Central Association of Railroad Officers, Indianapolis Division, held in the Union Station Monday, July 2, you are hereby notified that you were duly authorized to have the rules carried out as promulgated.

All failures to comply with these rules are to be reported to this Association through its Secretary.

Will you kindly be governed accordingly?

Yours truly,

G. B. STAATS,
Secretary.

Approved:

A. A. ZION,
President.

Members Proposed.

The following communication was next read :

Richmond, Ind., June 25, 1900.

Mr. G. B. Staats,

Sec'y C. A. of R. R. Officers.

Dear Sir: At your next meeting kindly present the name of Mr. Paul Jones, Engineer Maintenance of Way, for membership in the Association of railway officers.

Yours truly,

J. S. MAY,
Superintendent.

On motion Mr. Paul Jones was unanimously elected a member of the Indianapolis Division.

The matter of attending the annual meeting at Louisville, Ky., July 17 and 18, was informally discussed. The indications were from reports received that there would be ten or twelve members from this Division who would attend the annual meeting.

There was a strong sentiment among members present in favor of going via Cincinnati and the river. The Secretary was directed to take the matter up and ascertain what arrangements could be made for going via such route.

This completing the business, the meeting adjourned.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, July 11, 1900.

Meeting called to order at 3:00 p. m. by President Loree.

The following lines were represented:

C. C. C. & St. L. Ry.....	MR. W. G. BAYLEY.
P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
Hocking Valley Ry.....	MR. M. S. CONNORS.
B. & O. R. R.....	MR. T. J. ENGLISH.

VISITORS: Mr. L. B. Cooke, Agent C. C. C. & St. L. Ry.;
Mr. Thos. H. Johnson, Chief Engineer P. C. C. & St. L. Ry.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Secretary: I have here a comparative statement of the present cost of handling freight notices, etc., as against the proposition submitted by the A. D. T. Co. This report is based on the actual number of notices sent out by the railway companies for 15 days. I have made an approximate on this basis for 30 days, also computed the cost of the total number of notices on the sliding scale plan submitted by the A. D. T. Co., charging

2 cents for the first 5,000 and 1 cent for all over and above that amount for the month.

Railway Co.		Notices.	Cost.	A. D. T. Co.	Cost.
B. & O.	Postals, \$11.25 per M.,	513	\$ 6.11		
	Postage, 2c.,	91	1.82		
		<hr/> 604	<hr/> \$ 7.93	604 @ 2c. =	\$12.08
N. & W. and	Postals,	224	\$ 2.52		
C. A. & C.	Postage,	188	3.76		
		<hr/> 412	<hr/> \$ 6.28	412 @ 2c. =	\$ 8.24
P. C. C. & St. L.	Postals,	1147	\$12.90		
	Postage,	274	5.48		
		<hr/> 1421	<hr/> \$18.38	1421 @ 2c. =	\$28.42
C. S. & H.	Postals,	240	\$ 2.70		
	Postage,	100	2.00		
		<hr/> 340	<hr/> \$ 4.70	340 @ 2c. =	\$ 6.80
C. C. C. & St. L.	Postals,	895	\$10.07		
	Postage,	47	.94		
		<hr/> 942	<hr/> \$11.01	942 @ 2c. =	\$18.84
T. & O. C.	Postals,	427	\$ 4.80		
	Postage,	55	1.10		
		<hr/> 482	<hr/> \$ 5.90	482 @ 2c. =	\$ 9.64
H. V.	Postals,	735	\$ 8.27		
	Postage,	100	2.00		
		<hr/> 835	<hr/> \$10.27	835 @ 2c. =	\$17.70
Totals (15 days),		5036	\$64.47		\$101.72

For 30 days the number of notices sent would have been 10,072, at a cost, under the present plan, of \$128.94

A. D. T. Co.'s charge for 5,000@2c., \$100.00

A. D. T. Co.'s charge for 5,072@1c., 50.72

150.72

\$21.78 increase.

If all consignees had been notified, the total notifications

sent during the month would have been 19,124. This would have cost, under the present system, \$235.08

A. D. T. Co.'s charge for 5,000@2c., \$100.00

A. D. T. Co.'s charge for 14,124@1c., 141.24 241.24

\$6.16 increase.

Mr. Connors: I move that the report be spread upon the minutes and that members come prepared to discuss and vote upon the matter at the next meeting.

Seconded by Mr. English. Motion carried.

The Local Freight Agents' Association asked for further time to submit their plan of handling "Switching Tickets," which was referred back to them at last meeting. This was granted on motion of Mr. Connors, seconded by Mr. Bayley.

Secretary: Following reply received from the Chairman of the Executive Committee on Joint Car Inspection, in regard to disposition of excess lading of cars delivered to connections, which was referred back to the Executive Committee at the April meeting:

Columbus, Ohio, July 10, 1900.

Mr. J. D. Berry,

Sec'y C. A. of R. R. Officers,
City.

Dear Sir: As per my previous letter, would say that this matter is entirely out of the hands of the Executive Committee on Joint Car Inspection, and is entirely a matter for the transportation department and freight agents to handle. However, upon receipt of your inquiry, I referred the papers to the members of the Executive Committee, and I attach herewith their replies, which are in no case very definite. I agree with Mr. Bayley, of the Big Four, that half of the load, or enough to make a minimum carload, should have been transferred into another car and both loads forwarded, charged at the minimum rate for carloads, consignee paying the charges.

(Signed) T. F. BUTLER,
Chairman Executive Committee.

Mr. Connors: I move that the Chair refer the papers to a committee of three members of the Association who are engaged in Transportation Department for their recommendations as to what should be done with the excess load and report at next meeting.

Seconded by Mr. English. Motion carried. Chair appointed Messrs. Connors, Bayley and English.

New Business.

Bill rendered by the Central Association of Railroad Officers against the Columbus Division, amounting to \$10.21, was ordered paid on motion of Mr. Bayley, seconded by Mr. Connors.

Mr. Connors: I move that we adjourn, next meeting to be held in September.

Seconded by Mr. Bayley. Motion carried.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, July 24, 1900.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: No meeting held in July.

Yours very truly,

(Signed) WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Ill., July 24, 1900.

Mr. O. G. Fetter,
Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meetings of this Division will be held during
July or August.

Yours truly,
A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., July 13, 1900.

Mr. O. G. Fetter,
Sec'y C. A. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting held this month on account of lack
of quorum.

Yours truly,

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., July 11, 1900.

The meeting was called to order at 2:30 p. m. by President Rider.

The representation was as follows:

A. T. & S. F. Ry. (Not represented.)
C. & A. Ry. (Not represented.)
C. G. W. Ry. (Not represented.)
C. M. & St. P. Ry. MR. D. W. RIDER.
C. R. I. & P. Ry. MR. J. R. BLAIR. Supt. Ter.
H. & St. J. R. R. MR. E. G. FISH. Supt. Ter.
" MR. J. P. CUMMINGS. Agent.
K. C. & N. C. R. R. . . . MR. W. J. STONEBURNER, Supt.
K. C. Belt Ry. MR. D. W. RIDER Supt.
K. C. F. S. & M. R. R. . . . MR. H. S. MITCHELL . . . Supt.
K. C. N. W. R. R. MR. R. P. ISITT. Agent.
K. C. South. Ry MR. F. B. PARKER. Supt. Ter.
K. C. St. J. & C. B. R. R. . . . MR. E. G. FISH Supt. Ter.
" MR. J. P. CUMMINGS. Agent.
K. C. Sub. Belt R. R. . . . MR. F. B. PARKER Supt. Ter.
M. K. & T. Ry MR. L. W. WELCH. Supt.
Mo. Pac. Ry. MR. C. E. CARSON. Supt. Ter.

St. L. & S. F. R. R. . . . (Not represented.)
Union Depot Co. (Not represented.)
Union Pacific R. R. . . MR. A. T. PALMER Asst. Supt.
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.

President: As the minutes of the last meeting have been printed, if there are no objections they will stand approved.

Unfinished Business.

Joint Freight Time Card.

The Secretary presented proof of card as instructed at the last meeting. Same was discussed and approved. Estimated cost of printing first issue of 500 cards was \$31.50.

Correspondence.

The Secretary read the call for the annual meeting, to be held at Louisville, July 17 and 18.

President: The President is desirous of having as large an attendance from this Division as possible, and I hope everybody who can will go.

On motion of Mr. Mitchell Mr. C. E. Carson was authorized to cast the vote of the Kansas City Division at the annual meeting.

Reports of Committees.

Report of Grain Door Committee.

The Secretary reported that he had referred to Mr. W. H. Starr, chairman of the grain door committee, the correspondence received from the M. K. & T. Ry. and read at the last meeting.

President: Mr. Starr, the chairman of this committee, is not here today, and I suggest that the other members of the committee make a report.

Mr. Carson: It is a fact that the grain men are very sore over the delay that has attended the consideration of this grain door matter, and I believe some of the complaints we have had recently on account of shortages at southern points due to bad grain doors have been caused by the elevators furnishing light material and trying to make the grain doors as cheap as possible. If such is the case, we are no doubt settling claims when it might be more economical for us to pay more for grain doors and get a better quality of doors.

Mr. Welch: I believe we should take some action in this matter.

After some further discussion the members of the committee present, consisting of Messrs. Fish, Laughlin, Isitt and Cummings, agreed upon the following report:

"We recommend that the price paid to elevators for grain doors be increased from 25 cents to 40 cents per door for doors actually furnished, not more than two doors to be paid for to a car; that the elevators be required to show on bill of lading for each car the number of grain doors furnished, to enable the railroads to keep an accurate check; the matter to be submitted to letter ballot, and, if carried, to be made effective on and after August 1, 1900."

On motion, duly seconded, the recommendation was adopted and the grain door committee discharged. The Secretary was instructed to send out letter ballot.

New Business.

Misuse of Cars.

Mr. Mitchell: I have some complaints here from our Car Service agent in regard to misuse of Memphis cars, which he has asked me to submit to this Association for its opinion as to whether the roads concerned have not violated Rules 20 and 22.

The first case is one of the Union Pacific allowing Swift & Co. to load Memphis coal cars, made empty at Swift's packing

house, with cinders for use of the Union Pacific road. I think there is no question but that the Union Pacific, in permitting this, is violating the rules of this Association.

Mr. Palmer: We have nothing to do with these cars being loaded. It is possible that they were received over some other road, and after they were unloaded were loaded with cinders by Swift & Co. We were glad to get the cinders, but we stood ready to furnish our own cars for them. I do not believe there have been over three or four Memphis cars used in this manner, and, possibly, four or five B. & M. cars.

Mr. Fish: I think we have been paid car rental on our cars used for this purpose by the Belt Line, who switched the cars.

President Rider stated that the tracks at Swift & Co.'s are owned by that company, and that their switching is done by three lines. It was his opinion that these three lines had no control over cars after they were placed in Swift & Co.'s yard, and he thought that if the K. C. F. S. & M. did not wish their cars used in this service they should notify Swift & Co.; that he did not think the lines switching at Swift's were responsible.

The matter was further discussed, but no resolution offered.

Mr. Mitchell: Here is another complaint. This is a case of one of our extra long flat cars which went to the Kansas City & Northern Connecting R. R. with a load from our line. After being made empty the K. C. & N. C. delivered the car to the Suburban Belt to switch to the Council Bluffs Road to be loaded with implements for a point on the Northern Connecting.

I think the Northern Connecting is guilty of gross abuse of the car. Mr. Ashley, our Car Service agent, agrees with that, and also thinks that the Council Bluffs violated Rules 20 and 22 in handling the car in the way they did.

Mr. Stoneburner: I admit the abuse of the car by our line.

Mr. Mitchell: Mr. Ashley wants to know if the Kansas City, St. Joe & Council Bluffs is not also blameworthy.

Mr. Parker: Under the rules they should not have placed the car for loading except over the Memphis.

President: I do not agree with that. I think the K. C.

St. J. & C. B. had a right to switch the car wherever it was ordered.

Mr. Fish: It is my recollection that we had some correspondence about this car, referred to by Mr. Mitchell, and that the car came to us carded for a certain industry and went out without my office knowing anything about it.

Mr. Cummings: I don't believe the K. C. St. J. & C. B. violated Rule 20 or 22. I think we handled the car properly. The car came to us carded for an industry, and we did not know but that the Northern Connecting had obtained permission from the Memphis to use the car. It was not our place to find out.

I move that Mr. Ashley be answered that the K. C. St. J. & C. B. did not violate Rule 20 or 22; that those rules do not apply to this case.

Seconded.

Mr. Blair: I want to cite a case that we had along this line. A few weeks ago Nichols & Shepard, located on the Santa Fe, wanted to load a 40-foot car for a competitive point. The Santa Fe couldn't furnish the car. They had a Michigan Central car which we had delivered for Nichols & Shepard's platform, and they loaded that car over the Santa Fe with an entirely different shipment, and the Santa Fe moved it out. I went after them and they got me another 40-foot car in its place. I claim they had no right to move that Michigan Central car. They simply stole the car away from us.

Mr. Cummings: That is different from the case cited by Mr. Mitchell. My idea is that the blame for misuse should be located on the road that is to blame. The Northern Connecting should not have delivered the car to us, but after they did, we had to switch it.

Mr. Carson: I think the K. C. St. J. & C. B. ought not to have allowed the car loaded for the Northern Connecting.

President: I believe, according to law, they could be forced to handle the car as ordered. They would not dare to divert it.

Mr. Mitchell: Suppose we should have known of the delivery of the car to the K. C. St. J. & C. B., and had served notice

on them not to deliver the car to the Northern Connecting, what effect would that have had on it?

Mr. Cummings: That would have made no difference.

Mr. Cummings' motion was then put and carried.

Switching Tickets.

Mr. Mitchell: I have a letter from one of our officers who noticed in the June proceedings of the Columbus Division the report of its committee on switching tickets. He seems to think that perhaps in Columbus and Indianapolis they have some plan of handling switching that is better than ours. He is quite desirous that we should ascertain from the Columbus and Indianapolis Divisions what their system is, and I would move that our Secretary ask the Secretaries of those Divisions for information.

The motion was seconded and carried.

Transferring Hay.

Mr. Carson: I have a complaint against the Wabash Road. It seems that in the month of May we delivered them one of our furniture cars, which we were needing very badly at that time, loaded with hay for Decatur, Illinois. We made request that the car be transferred, which was ignored and the car run through, and I don't know whether it is back yet.

I took the matter up with Supt. Goodrich, who referred it to Mr. C. B. Adams, their superintendent transportation, who says that they do not transfer hay or straw themselves, and do not ask other lines to transfer their cars. That is the shape the matter is in.

We transfer hay when asked to do so, and hay is not listed as a non-transferable article in our list of non-transferable commodities.

Now, if the position taken by the Wabash is right, then our rules should be modified to that extent.

I would like to know what the feeling is in this Association as to the refusal of the Wabash to transfer this car.

President: Mr. Laughlin, have you anything to say on the subject?

Mr. Laughlin: The matter has been handled by our superintendent and superintendent transportation, and as I know nothing about the case I would rather let the Division act on it. This is the first I have heard of it.

Mr. Mitchell: I move that the Secretary of this Association address a letter to the superintendent of transportation of the Wabash, calling his attention to the rules of this Association respecting transferable and non-transferable commodities, stating to him that this list of non-transferable commodities has been agreed to by the Kansas City roads, and that we would be glad to have him instruct his agent at Kansas City to be governed by the rules.

The motion was seconded and carried.

Authority to Reissue Switch Book.

Mr. Isitt: I was appointed a committee of one to get the consent of this Association to have our Kansas City switch book reissued. A committee was appointed to get out an amendment, but when the amendment was made up it was found that it amounted to three fifths of the total book, and it is undesirable to issue it in the shape of an amendment.

Mr. Cummings: I move that the Local Agents' Association be authorized to reissue the switching book at a cost not to exceed one hundred dollars.

Seconded and carried.

**Admission to Membership of the Kansas City & Northern
Connecting Ry.**

Mr. Parker: I move that the Kansas City & Northern Connecting Railroad Co. be admitted to membership in this Association.

Seconded by Mr. Fish and carried.

Resignation of Mr. Parker.

Mr. Parker: As this will be my last meeting with you officially, I wish to express my thanks to you all for the kind treatment that has been accorded to me, both as a member of this Association and as an official of the Kansas City Suburban Belt. My very best wishes to all of you.

President: I will say for the Association, Mr. Parker, that we all feel very sad over your leaving the Suburban Belt. There has never been anybody on that line with whom we have had more pleasant dealings than with you. We hope that you will soon identify yourself with a line that will bring you back to us.

There being no further business, the meeting adjourned.
Date of next regular meeting August 8, 1900.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

KANSAS CITY DIVISION.

Proceedings of Special Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Cortes House, Kansas City, Mo., July 27, 1900.

The President and Vice-President being absent, Mr. C. E. Carson was chosen President pro tem., and presided during the meeting, which was called to order at 2:30 p. m.

The representation was as follows:

A. T. & S. F. Ry	MR. H. W. SHARP	Supt. Ter.
C. & A. Ry.	(Not represented.)	
C. G. W. Ry.	(Not represented.)	
C. M. & St. P. Ry . . .	(Not represented.)	
C. R. I. & P. Ry	MR. C. W. JONES	Supt.
“	MR. F. W. SEGUR	Agent.
H. & St. J. R. R. . . .	MR. E. G. FISH	Supt. Ter.
“	MR. J. P. CUMMINGS . . .	Agent.
K. C. Belt Ry	(Not represented.)	
K. C. F. S. & M. R. R. .	MR. H. S. MITCHELL . . .	Supt.
K. C. N. W. R. R. . . .	MR. R. P. ISITT	Agent.
K. C. & N. C. R. R. . .	MR. W. J. STONEBURNER,	Supt. Trans.
K. C. South. Ry	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH	Supt. Ter.
“	MR. R. K. SMITH	Asst. Supt.
K. C. Sub. Belt R. R. .	(Not represented.)	
M. K. & T. Ry.	MR. L. W. WELCH	Supt.

Mo. Pac. Ry. MR. C. E. CARSON Supt. Ter.
St. L. & S. F. R. R. . . (Not represented.)
Union Depot Co. (Not represented.)
Union Pacific R. R. . . MR. A. T. PALMER Asst. Supt.
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
“ MR. U. B. DARNALL Agent.

President: This special meeting has been called at the request of the five largest inbound carrying grain lines, namely, the Santa Fe, Rock Island, Union Pacific, Missouri Pacific and Burlington, for the purpose of further discussing the grain door question.

Mr. Mitchell: Do I understand, Mr. Chairman, that the matter before this meeting today has nothing whatever to do with the question of paying elevators for grain doors furnished, which was up at the last meeting, and submitted to letter ballot?

President: That may be discussed in connection with this question, Mr. Mitchell, because the price per door that we shall pay elevators will depend upon what action is taken with reference to paying connecting lines for doors or returning them.

I will ask Mr. Sharp, of the Santa Fe, to make some remarks as to what his observations have been on the grain door question.

Mr. Sharp: When the notice came from this Association requesting a vote on the 40 cent proposition, I got to looking into this question, and in company with Mr. Fish, of the Burlington, I went down to the transfer track of one of the outcarrying grain lines. This was on Saturday afternoon, and the transfermen had quit work. There were a number of Santa Fe, Missouri Pacific and other cars which had been emptied on the track, and against the fence were leaning the grain doors which had been taken out of those cars. These grain doors were in perfect condition. We looked the thing over pretty thoroughly, and we came to the conclusion that on that track which had not been cleaned for some three weeks, the loss would not exceed 50 doors out of over 400 cars transferred.

From this it was a simple proposition to figure out what it

cost the lines bringing the grain in, and the benefit that the outcarrying line was getting. We found that the five incarrying lines brought in something like 42,800 cars of grain last year. Figuring the cost of the grain doors at 80 cents per car, which is reasonable, it cost the inbound lines over \$34,000 for grain doors, for which they received practically no return. We found further that about two-thirds of this 42,000 cars had gone to elevators, which means that over \$22,000 worth of grain doors went to the elevators, and the outcarrying lines must profit by that amount of money.

We then asked the representatives of the inbound carrying lines to get together, which was done, and we went to some of the other transfer tracks where we found a condition of affairs existing similar to the yard already mentioned. I understand this meeting was called for the purpose of laying the matter before the Association, and asking some relief for the incarrying grain lines.

For some reason or other the incarrying grain lines do not carry the grain out. It is true there are one or two of the lines that carry out some grain, but the lines which carry the heaviest business out of Kansas City do not move the grain in.

I assume, of course, that the lines are willing to play fair in the matter, and that as they enjoy the revenue out they would be agreeable to paying what they ought to stand for the cost of equipping their cars for carrying the grain out.

This grain door business runs up into money pretty fast. Our receipts the last ten days have been so heavy that it means in the neighborhood of \$125 a day to us.

I believe some figures have been collected, showing the proportion of grain carried out, and if we can have those figures, you can see how the matter stands.

I will say in conclusion that our grain doors cost us, the lot before the last, a little over 40 cents in Chicago, and the haul here. The last lot, which was received since the last meeting, cost us 43 cents, and the haul from Chicago. It is true some of the lines are getting their grain doors for about 30 cents, but

I believe those lines are paying more than we are, because my observation shows that where lighter material is used it is necessary to use more doors.

President: Here are some figures showing how the grain shipped out of Kansas City from November, 1899, up to date was divided between the different lines.

A. T. & S. F.	158
C. & A.	1,550
Burlington	992
C. G. W.	463
C. M. & St. P.	640
K. C. F. S. & M.	4,368
C. R. I. & P.	30
M. K. & T.	3,750
K. C. Southern	2,259
Mo. Pac.	1,893
Wabash.	662
K. C. & N. C.	1
Total.	16,766

During the year 1899 the Santa Fe brought in 7,708 cars, the Burlington 9,187, Rock Island 8,521, Missouri Pacific 6,128, the Union Pacific 6,849, and the other lines brought in practically nothing.

Mr. Sharp: After looking into these figures only superficially, we found that the incarrying grain lines are getting the worst of it, and inasmuch as the price paid elevators by out-carrying lines, or by all of us, depends on the salvage taken from the incarrying lines' cars, we think that the matter should be brought to the attention of the Association, and that we are entitled to some relief, regardless of what action may be taken on the price paid for grain doors furnished by elevators.

Mr. Mitchell: As the inbound carrying lines have been studying this question over, and are asking for relief, I think it would be proper for them to say what they want or what they think would be fair.

Mr. Cummings: I believe, if we can prevail upon the switching lines, the lines on whose tracks the elevators are located, to equip the outbound carrying lines' cars with grain doors and cooper them, charging the actual expense to those lines, that will settle the question of payment to elevator.

Then I would recommend that on all cars transferred in the railroad yards by shovel transfer, the outbound line be allowed by the inbound line to strip the inbound cars, which they have practically been doing, and the inbound line to bill against the outbound line for the value of the grain doors placed in the cars at country points, on a revenue basis.

As to taking care of the grain doors in cars which go to the elevators, I have no proposition to make. Mr. Sharp has an idea that the inbound lines hire men and teams to go to the elevators and pick up the grain doors, paying so much per door for the doors returned. That seems to me a pretty good idea.

I do think that on cars set to connecting lines for shipment and transfer the outcarrying line should pay their proportion of the cost of grain doors furnished at country points by the inbound lines.

Mr. Mitchell: How would it suit if we agreed not to use the doors at all, but take them out of the cars, pile them up until we got a sufficient number, and then load them back, the inbound lines paying the outbound lines for this service, and the outbound lines furnishing their own doors for outbound cars. There are two points we gain in transferring cars set to us by connecting lines: the saving of mileage and consolidating cars. The proportion of large capacity cars into which we transfer grain is increasing constantly. Most of our new cars are provided with stationary grain doors, and we have comparatively little use for the temporary doors that are in the cars we get from connections. I have no doubt some use is made of that material by our company, but the greater part of it is stolen and carried away.

Mr. Sharp: That is all right if the company doing the

transferring will see that their transfermen handle the doors reasonably well, and take care of them.

President: There is one thing against that proposition, and that is that the company who does the transferring would not be as particular about saving the doors as they would if the inbound line could bill against them on a revenue basis as suggested by Mr. Cummings, and we could not get as many doors back.

After further discussion of the subject Mr. Mitchell offered the following resolution:

"That a committee of four be appointed, two members from the incarrying, and two from the outcarrying lines, with instructions to consider and report a plan for the relief of the inbound carrying grain lines; that the same committee consider anew the subject of compensating the elevators for grain doors furnished, or recommend some plan of having the switching lines furnish doors for outbound cars, taking care of doors from inbound cars; report to be made at the next regular meeting, August 8th; that the resolution to pay 40 cents for grain doors now being voted by letter ballot, be suspended until after the report of this committee."

Seconded by Mr. Welch.

More discussion ensued, it being urged by Mr. Sharp and others that some action should be taken at this meeting for the relief of the inbound lines. Mr. Jones offered the following amendment to Mr. Mitchell's motion:

"That beginning August 1, 1900, and until a permanent arrangement can be agreed upon, the outbound carrying grain lines agree to save all temporary grain doors in cars delivered them for transfer, the inbound lines to pay 5 cents per door for all doors returned to them in good, usable condition, it being understood that the cars containing these doors will be switched to the inbound carrying line's yard free of switching charge."

Seconded and carried unanimously.

The original motion of Mr. Mitchell was then put and also unanimously carried.

President: I will appoint on this committee the K. C. F. S. & M., M. K. & T., A. T. & S. F. and Burlington.

Mr. Mitchell: I move that the committee be made to consist of five members instead of four, and that the Mo. Pac. be appointed as the fifth member.

Seconded and carried.

There being no further business, the meeting adjourned.
Date of next regular meeting, August 8, 1900.

C. E. CARSON,
President pro tem.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, July 9, 1900.

The meeting was called to order at 2:30 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.....	Not represented.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. W. H. NEWMAN.
I. C. R. R.....	Not represented.
L. & N. R. R.	MR. C. J. KLEIN.
“	MR. J. G. CLIFFORD.
L. E. & St. L. R. R.	MR. W. K. MORLEY.
L. H. & St. L. Ry.....	MR. A. M. MCCracken.
P. C. C. & St. L. Ry.	Not represented.
Southern Ry.	Not represented.
Kentucky and Indiana Bridge & Terminal Co.....	MR. B. S. JOSSELYN.

The reading of the minutes of the previous meeting was dispensed with.

There being no unfinished business or reports from committees, Mr. Akers brought up the subject of parking sleepers during the Knights Templars' Conclave, 1901. After some discussion the Secretary was instructed to invite the transportation committee of the Knights Templars to be present at the next regular meeting of this Division to discuss the handling of various transportation matters during the Conclave. The Secretary was also instructed to put the subject of "Parking Sleepers during the Knights Templars' Conclave, 1901," on the call for the next meeting.

Plans for the entertainment of delegates to the annual meeting of the Central Association of Railroad Officers, to be held in this city July 17 and 18, were discussed until 4 p. m., at which time the meeting adjourned.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary.

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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

AUGUST.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

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 B. W. TAYLOR.....1st Vice-Prest.
 T. F. WHITTELSEY....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

F. L. TOMPKINS, Chairman.
 B. W. TAYLOR. J. B. FLANDERS. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

DIVISIONS.

W. H. BRIMSON.....	President.....	Cincinnati Division.
A. A. ZION.....	"	Indianapolis "
W. C. LOREE.....	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.....	"	St. Louis "
D. W. RIDER.....	"	Kansas City "
M. L. AKERS.....	"	Louisville "
H. F. HOUGHTON.....	Vice-President.....	Cincinnati Division.
C. A. PAQUETTE.....	"	Indianapolis "
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C. J. KLEIN.....	"	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
O. G. FETTER.....	Treasurer.....	Cincinnati Division.
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CINCINNATI DIVISION.

Cincinnati, O., August 17, 1900.

No meeting of Cincinnati Division held in August.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, August 6, 1900.

President Zion not arriving until late, on motion Mr. Kearney was made temporary Chairman.

The following roads were represented :

L. E. & W. Ry.	H. F. BICKELL	Asst. Gen'l Supt.
C. H. & D. Ry.....	A. GALLOWAY.....	Superintendent.
C. I. & L. Ry.....	A. J. O'REILLY	Genl. Agt.
P. C. C. & St. L. Ry...	M. W. MANSFIELD ...	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD ...	Superintendent.
“	E. F. KEARNEY.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
P. & E. R. R.....	G. W. BENDER.....	Supt. Terminals.
I. U. Ry.....	A. A. ZION	Superintendent.
T. H. & I. R. R.		Not represented.
I. D. & W. Ry.		Not represented.

VISITOR: J. B. Eckman.

The minutes of the last regular meeting were approved.

Unfinished Business.

In regard to the violations of the new rules, effective July 1, 1900, the following reports were submitted:

Indianapolis, Ind., August 2, 1900.

Mr. G. B. Staats,
Secretary C. A. of R. R. Officers,
City.

Dear Sir: On July 28 the Big Four unloaded in their freight house a carload of sapolio, billed at carload rate, in violation of Rule 2, which went into effect July 1, 1900.

I called on General Agent Fraser for an explanation, and he said he had contracted to store this freight for pay, and that it would be in their regular storage-room, but for the fact that their elevator is out of order. I also called General Superintendent Van Winkle's attention to the matter, and he said that their Company had gone to great expense to build a storage-room over their freight house, in which they did a regular storage business, charging same price for the service as is charged by other storage houses. They could not reach this storage-room without taking the property through the freight depot, and as the elevator was not in running order, he thought they were justified in leaving goods in the freight depot.

Yours truly, J. B. ECKMAN,
Secretary.

After a general discussion it was decided on motion to refer the communication back to the Local Freight Agents' Association through its Secretary, Mr. J. B. Eckman, with request that the Freight Agents take the matter up with their respective traffic departments with view of harmonizing any conflicting rules or instructions which may now be in effect.

Indianapolis, Ind., August 6, 1900.

Mr. G. B. Staats,
Secretary C. A. of R. R. Officers,
City.

Dear Sir: On 3rd inst. the Big Four furnished help to load a car of machinery, B. C. R. & N. car 33049, billed Indianapolis to Kankakee. Agent Fraser sent me word same day that car would have been loaded by shippers if placed in the morning, but they were unable to do so.

Yours truly, J. B. ECKMAN,
Secretary.

Mr. Bender substantiated the explanation given in the foregoing communication, stating that he personally made special efforts to have the car placed in time for loading, but it was impossible to do so.

This explanation, on motion, was accepted, and the report ordered filed.

The Committee composed of Messrs. Mansfield and Bender, appointed at special meeting held July 28th, for the purpose of conferring with the L. E. & W. people, reported that they went over the matter in person with Mr. Bickell, who stated that, personally he was in favor of the rules; that he submitted the case to his people for consideration, and would require some two or three weeks before making a definite reply as to final action to be taken.

Communications Received.

Kansas City, Mo., July 14, 1900.

Mr. G. B. Staats,
Secretary Indianapolis Division.

Dear Sir: At the meeting of the Kansas City Division, held July 11th, mention was made of the report in the June proceedings of the Columbus Division on "Switching Tickets." It was noted that the committee which visited Indianapolis, reported favorably on the system in use there. I was instructed to write you for information as to the workings of your system.

Will you kindly advise me fully regarding the subject, and
oblige, Yours respectfully,

B. H. GARRIGUES,
Secretary.

The following is copy of reply made to the foregoing:

July 20, 1900.

Mr. B. H. Garrigues,

Secretary Central Association R. R. Officers,
Kansas City Division, Kansas City, Mo.

Dear Sir: Replying to your letter of July 14th, the following in brief shows the form and manner of handling switching tickets at Indianapolis:

Each road prints its own switching tickets, numbering them consecutively; these tickets have different values corresponding with the various rates charged. The companies furnish them through their Auditing Departments, and the tickets are sold by one agent to another in such quantities as required.

Every car, whether loaded or empty, delivered by one road to another for local switching, must be accompanied by one of the tickets, and the car will not be switched unless the ticket accompanies it.

The receiving yardmaster cancels the tickets with a punch, and at the end of each day forwards them to the auditor of freight receipts, as per instructions on back of ticket.

Tickets for cars to be delivered to connections are filled out by the yard or trackage clerk, who are required to keep a complete record of the in-and-out billing reference, showing whether charges are collected or absorbed, in order that at the end of each month every ticket may be accounted for, and the ticket account balanced.

Herewith enclosed find sample forms of switching tickets used by Indianapolis lines.

Trusting this information will answer your purpose, I am,

Yours truly, G. B. STAATS,
Secretary.

The following is copied from the minutes of the Car Foremen and Inspectors' Association, held July 18th:

"The Secretary: We have a subject carried over from last meeting, brought up by Mr. Fry, concerning wheels removed from foreign freight cars. He asked how bill should be made if one wheel had chip on throat side of flange, chip extending one-eighth inch past center of flange, its mate being worn through chill.

"Mr. Fultz: Both wheels should be removed and the owners of car would be responsible for same.

"The Chair: That would not be in accordance with Section 14, Rule 4. It seems there is nothing to prevent you charging for the worn wheel. Mr. Harris stated at the last meeting there was an arbitration ruling on that subject.

"The Secretary: Mr. Harris promised to advise me the number of this decision, but he has not yet done so. It is my opinion in a case of this kind, where the road handling the car and the car owner are equally responsible for the defects, the labor charge should be divided between them.

"After some discussion on this point, it was moved by Mr. French that a charge for one new wheel, and \$1.50 labor charge would be proper. Motion seconded and carried.

"The Secretary: The T. H. & I. R. R. is interested in a case at East St. Louis, which is yet unsettled, concerning a very important question. What constitutes the delivery of cars? At one of our interchange points, where we have no night inspector, a number of cars were delivered to us after the day inspector had left. When the cars in question were inspected the following morning, a number of angle cocks and air hose were missing from them, but part of the hose and angle cocks were found lying on the ground, showing that the cars had been robbed. It has been the understanding at East St. Louis that cars are not delivered until accepted.

"Mr. Fultz: I would think, if you did not have an inspector there to inspect those cars when placed there, it would look like you would be responsible.

"The Chair: I think that matter would be decided by what would constitute sufficient time for inspection. If they did not inspect those cars in a reasonable time, I think the Vandalia would be responsible.

"In regard to the matter of what constitutes a delivery, I would be glad to have you each consider the matter, and bring some information to the next meeting.

"Mr. Fultz: I think when a company delivers cars they ought to be inspected at the time they are set in.

"The Chair: It has been moved and seconded that the matter of what constitutes a delivery be laid over until the next meeting. Carried.

"The Chair: Would any of the members consider the packing of empty boxes as a charge against the owner unless it was on a defect card?

"Mr. Fultz: I don't think you would. Suppose you deliver us a car and we shove it into a private siding, and some one gets in there and steals out that packing, would that make the owners responsible for the packing?

"The Chair: Well, we have had a case of that kind any how. We suppose that they rendered bill because they placed a repair card on the car to show that the work was done.

"Mr. Mayfield: I would like to ask whether the receiving road has a right to refuse a double load unless you have the cars chained together.

"The Chair: My opinion is that the chain is a matter that the road handling the cars has for their own safety.

"Mr. French: The rules say that the receiving road is to be the judge of the safety of a car, and if they consider it unsafe without a chain they would have a right to refuse them.

"Mr. Kittle: I don't think the chain is part of the car at all. I don't see where that comes in the rule. As long as our cars are safe, properly coupled, and we offer them in good running condition to the receiving road, I can not hardly see how they could well refuse.

"The Chair: For the benefit of the members I will say we

Rate Association. Mr. Miller suggested that the Chair appoint a committee of local representatives for the purpose of conferring with the L. E. & W. in regard to the 5-o'clock rule. Mr. Bender and Mr. Mansfield appointed.

Adjourned.

J. B. MCNEELY,
Chairman.

C. A. RODNEY,
Secretary.

COLUMBUS DIVISION.

Mr. O. G. Fetter,
Sec'y Central Assn. R. R. Officers,
Cincinnati, O.

Dear Sir: No meeting of the Columbus Division will be
held in August, 1900.

Yours truly,
J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, O., August 21, 1900.

Mr. O. G. Fetter,
Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting held.

Yours truly,
WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Ill., July 24, 1900.

Mr. O. G. Fetter,
Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meetings of this Division will be held during
July or August.

Yours truly,
A. J. ELLIOTT,
Secretary.

T. St. L. & K. C. R. R. Not represented.
T. H. & I. R. R. . . . MR. O. E. RAIDY Trainmaster,
Wabash R. R. Not represented.
Wiggins Ferry Co. . . . MR. G. L. SANDS V. Pres. & Mgr.
National Stock Yards . MR. F. A. ROBY Supt. Term.
Inters. Car Trans. Co. . MR. JNO. J. BAULCH Traffic Mgr.

VISITOR: Mr. W. M. Prall.

President: At the scheduled time for last two meetings of this Division there was no quorum, consequently there are no proceedings to approve.

The proceedings of the whole Association for July were not received until this morning, and there are copies on the table if any of the members wish them now. These proceedings cover the annual meeting at Louisville, on July 17 and 18. There were two members of this Division present, and the meeting was very interesting. The regular part of the meeting was held on the first day; the Association was given a trip over the Louisville terminals, and on the next day those representatives who stayed had a trip to the Mammoth Cave.

There were some interesting papers read at the meeting, and I imagine we can discuss some of them with a good deal of profit at future meetings of this Division, after we have had time to look them over carefully. I presume you know that Mr. Tompkins, of Peoria, was elected President, and Mr. Taylor, Vice-President of the General Association.

Under the head of unfinished business we have the matter of unloading and loading carload freight, and the storing of less than carload freight in freight warehouses. There seems to be no new development in the situation, and I do not see how any further report can be made on it until the classification committee takes up the question of putting into the classification a rule that a carload classification is supposed to govern only where the owners of the freight load and unload the freight. Your committee, of which I am the only member here today,

has gone over this matter a good many times, and has also had the matter up with the legal departments of several roads, and that seems to be the only foundation for any practical recommendation which we could make to this Association. The committee, as you know, got up a large mass of statistics, showing that the loading and unloading of carload freight was costing the railroad companies a large amount in St. Louis, and East St. Louis, as well as elsewhere; but the snag run across was that the classifications, both Western and Official, did not provide except in the case of bulk articles that the freight should be unloaded or loaded by the owners, and as I have said, the legal departments ruled that our tariffs or classifications would have to provide distinctly that that was a part of the consideration for giving carload rates if we undertook to carry out a rule that owners must do the loading and unloading.

The committee have undertaken to get that matter in line for the classification meetings, and when action has been taken, will make a further report.

The next item of unfinished business we have is the matter of report on publishing a revised list of agreements of this Division of the Association. Mr. Clarke, Mr. Dunlop and Mr. Sands were a committee assisted by our Secretary to look into this matter.

Mr. Dunlop: In looking over the proceedings, I find that there are six provisions agreed to, and they are:

Placing of responsibility for damage by accident occurring on foreign tracks when trackage is paid.

What constitutes delivery of a car of freight by connecting lines?

Interchange of empty cars at St. Louis and East St. Louis.

Pintsch gas in passenger equipment in interchange—how it shall be paid for.

Schedule of rates to be paid for transferring carload freight.

Advertisements on freight cars.

There were other propositions recommended, and others which

have become practically a custom. Under the list of those recommended was:

Law making the stealing of journal bearings a felony.

Returning cars to connections free of rubbish.

And those which are practically the custom were:

Cleaning of empty stock cars.

Placing grain for inspection on specified tracks.

Holding cars for grain inspector.

I believe it would be well for the Secretary to read the six agreements which were made.

President: I will ask the Secretary to do so.

Secretary reads the list referred to.

Mr. Sands: What was the resolution under which this committee was appointed?

(Secretary reads from April proceedings.)

President: As I understand it, the committee has not definitely recommended whether such a list should be printed or not.

Mr. Dunlop: Those are all the agreements that have been made since 1895.

President: The resolution required of the committee a report as to whether it would be advisable to publish a new list of agreements.

Mr. Dunlop: I would recommend that the list of agreements as read be published.

President: You have heard the report of the committee in which they have shown a list of agreements in effect, and I presume we shall take Mr. Dunlop's last remark as recommending that they should be published unless we hear something to the contrary.

Mr. Sands: It hardly seems proper for me, as a member of the committee, upon which I have not served, to offer criticisms on the action taken by the other members, but it appears to me it would be better, instead of publishing the list of agreements, that we go a little farther and carry out the plan as outlined

here (referring to a former publication), under the head of "Review of Proceedings." It covers practice and discussions, and all resolutions and agreements passed and entered into, and which, I suppose, are binding on this Association.

My suggestion would be that if it is not too late, the original resolution be so amended as to require the committee to furnish a list of matters treated which they would recommend be published, including those adopted between 1886 and 1895, bringing the proceedings of this Division down to the close of last year, or the end of the current year, as they might conclude.

Mr. Barnard: As the author of that resolution, while I did not perhaps make it clear, Mr. Sands has outlined my ideas as I would have had them expressed. It was to show in printed form what action had been taken on all matters of general interest.

President: Do I understand you wish to make a motion that the matter be referred back to the committee with special instructions to that effect?

Mr. Barnard: Yes, sir; if proper to do so.

Mr. Dunlop: I am willing to accept the amendment.

Mr. Baulch: Seconded.

President: It is moved and seconded that the matter of revised list of agreements of this Division be referred back to the committee appointed in April, to enlarge the scope of the report on the line of printing a review of subjects outlined from 1895 up to the end of the current year, in addition to reprint of those previously published. Are there any further remarks on the motion? If not, those in favor will please say "Aye." It is a vote.

The Secretary will read such correspondence as he has.

Secretary reads:

St. Louis, Mo., June 16, 1900.

Mr. Ed. Swineford,

Secretary Joint Car Insp. Assn., St. Louis.

Dear Sir: Will you kindly advise me the understanding of your Association on the matter of responsibility for chains on double loads handled between lines in St. Louis or East St. Louis?

Yours truly,

F. E. ANDERSON,

Secretary.

St. Louis, Mo., June 18, 1900.

Mr. F. E. Anderson,

Secretary Central Assn. of R. R. Officers,

St. Louis, Mo.

Dear Sir: The question referred to in yours, 16th inst., has never been considered by the Association. I am told the Local Freight Agents look after the return of chains.

Yours truly,

ED. SWINEFORD,

Secretary.

Cincinnati, O., August 9, 1900.

To all Secretaries,

Central Association.

Gentlemen: Please see July proceedings, 1900, page 421, resolution relative to handling oil tanks when same are on fire or in wreck.

Also page 458, relative to Mr. Riley's paper on tonnage rating wherein it was moved and carried, "That each Division be requested to make this paper subject for discussion at its September meeting."

Please call the attention of your members to both subjects, especially the latter, in time to be considered at your regular meeting in September.

Yours very truly,

O. G. FETTER,

Secretary.

National Stock Yards, Ill., May 21, 1900.

Mr. F. E. Anderson,
Secretary Central Assn. of R. R. Officers,
St. Louis, Mo.

Dear Sir: Referring to the matter of National Stock Yards membership in the Association. I am pleased to advise that our management has authorized me to make application for reinstatement, and also designated myself as its representative in your body.

If our application is accepted, would be pleased to have our membership date from the earliest time possible.

Yours very truly, F. A. ROBY,
Superintendent Terminals.

St. Louis, Mo., July 13, 1900.

Mr. F. E. Anderson,
Secretary Central Assn. of R. R. Officers,
St. Louis, Mo.

Dear Sir: We hereby make application for membership in St. Louis Division Central Association of R. R. Officers.

Yours truly,
INTERSTATE CAR TRANSFER CO.,
Jno. J. Baulch, Traffic Manager.

Secretary: I notified the National Stock Yards Co., and the Interstate Car Transfer Co., of their election by vote to date from August 1st.

President: The matter of responsibility for chains on double loads is now before the Association for discussion. As the Secretary states, the matter was referred to the Secretary of the Joint Car Inspection Association to get their views on the matter.

When the question was discussed in this Association, considerable difference of opinion developed as to where the responsibility lay. Some members thought it was with the Car Inspector, and some took the position that the chains were part of the load on the car. I judge from observation that most mem-

bers lately have been removing chains from cars before sending them to connection. Is there any discussion on the subject? There was no motion before the Association except to get this information from the Joint Car Inspection Association.

Mr. Dunlop: We certainly should have a uniform method of handling chains, and I have given the matter a good deal of thought since our last meeting. I am inclined to agree with the Joint Car Inspection Association, whose representative advised me this morning that their understanding was that chains when used to tie double loads together should be considered as part of the load, and it should be entered on the waybill accompanying the car, and on the return of chains they should be handled in the same way, and not in any sense considered as part of the car.

President: You understand, Mr. Dunlop, that the trouble was brought up by the fact that the various roads did not accept any charges on switch loads. If cars are sent to another road for switching, the agent of the road that brings the car in, could not properly bill charges for chain to his switching connection. The switching road would not accept the charges, and that is what is giving several roads trouble from time to time. Agents can say on their waybill there are so many chains on a car, but that would not protect them if chains were lost, unless there was an agreement that switching roads would accept bills for chains on double loads. As I understand it there never is any trouble where loads are simply going through the city where charges can be billed right through. A car going from, we will say, Louisville to Denver; the line from here to Denver would accept bill for chains.

Mr. Barnard: Would the chain be returned free of charge?

President: Yes, or at least we should do so. We should simply bill them back to you with same charges you billed to us; the same as Government locks which are billed at \$2.50 each; if a line can not return them, it is out that amount of money.

Mr. Sands: It seems to me that is the simplest way to

handle it is as you are now doing. You may think you require chains on double loads, and the Air Line would not think so. You can remove them, and if they think they want them, they can chain them up again.

President: The matter is settled so far as we are concerned; most of the chains we get come from the Union Pacific, Northern Pacific or Great Northern roads, which roads chain up long timbers and chains simply come billed to us on the cars. We remove them here and send back to our western or northern connections. Are there any further remarks.

Mr. Dunlop: I think that is a matter that should be settled, and I would suggest that we put it into the hands of a committee. I will offer that as a motion.

Mr. Barnard: Seconded.

President: It is moved and seconded that this matter of responsibility for chains on double loads be placed in the hands of a committee for report on some uniform policy.

Carried.

President: I wish to call your attention to the letter from Secretary Fetter, asking for consideration at the September meeting of two subjects brought up at the Louisville meeting. They will be shown in the August proceedings, and I hope that all members will come prepared to discuss those subjects. Is there any further new business to come before the meeting?

Mr. Raidy: The Vandalia would like to bring up the matter of nontransferable commodities, especially the matter of lumber, which we would like to have added to the list. When the matter was brought up and voted on, there were, as I understand it, but two roads who were opposed to adding lumber to the list. They were the M. & O. and the Missouri Pacific. I am advised that the M. & O. people are now with us, so that as the matter now stands, only the Missouri Pacific is against the proposition. I will say that on the request of any line, we will transfer any lumber coming to us, and will guarantee to respect such request. As it now stands, however, we feel that it is working a hardship on us.

President: The action taken on that subject was that the proposition to add lumber to the list of nontransferable commodities was submitted to a vote of the Association, and lost, and the matter will therefore have to be brought up again to reconsider. It can be brought up at any time.

Mr. Raidy: I would be glad to have the matter reopened, and I believe it will be found that no objection will be raised to our request for lumber to be added to the list.

President: Notices will have to be sent out by the Secretary advising that the subject will be brought up at the next meeting. No representatives are here of the lines who voted against adding lumber with the exception of myself, representing the C. B. & Q., and it could hardly be brought up at this meeting. It can be made a special order of business at the next meeting, and I will so order.

No further business appearing, meeting adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., August 8, 1900.

The meeting was called to order at 2:15 p. m. by President Rider.

The representation was as follows:

A. T. & S. F. Ry.	.....	MR. H. W. SHARP	.....	Supt. Ter.
C. & A. Ry.	.....	(Not represented.)		
C. G. W. Ry.	.....	(Not represented.)		
C. M. & St. P. Ry.	.....	MR. D. W. RIDER.		
C. R. I. & P. Ry.	.....	MR. C. W. JONES	.....	Supt.
"	.....	MR. J. R. BLAIR	.....	Supt. Ter.
"	.....	MR. R. R. SUTHERLAND.		Trainmaster.
"	.....	MR. A. L. STUDER	.....	Supt. M. P.
K. C. & N. C. R. R.	..	(Not represented.)		
K. C. Belt Ry.	.....	MR. D. W. RIDER	.....	Supt.
K. C. F. S. & M. R. R.	..	MR. H. S. MITCHELL	..	Supt.
"	"	..	MR. D. CONNOR	..... Asst. T. M.
"	"	..	MR. E. F. EDGECOMB	.. Agent.
K. C. N. W. R. R.	.....	MR. R. P. ISITT	.....	Agent.
K. C. South. Ry	.....	(Not represented.)		
K. C. St. J. & C. B. R. R.	..	MR. R. K. SMITH	.....	Asst. Supt.
"		..	MR. J. P. CUMMINGS	.. Agent.

K. C. Sub. Belt R. R. . . . (Not represented.)
M. K. & T. Ry MR. L. W. WELCH Supt.
 " MR. C. WIRTH Trainmaster.
Mo. Pac. Ry MR. C. E. CARSON Supt. Ter.
St. L. & S. F. R. R. . . . MR. A. O'HARA Supt.
Union Pacific R. R. . . . MR. A. T. PALMER Asst. Supt.
 " MR. G. N. CURTIS Agent.
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
 " MR. U. B. DARNALL Agent.
Union Depot Co. (Not represented.)

President: As the July proceedings have not yet been received in printed form, the Secretary will read the minutes of the regular meeting, July 11th, and special meeting July 27th.

President: If no objection, the minutes will stand approved as read.

Unfinished Business.

Secretary: There is no unfinished business.

Correspondence.

Consolidation of K. C. St. J. & C. B. and H. & St. J. Membership.

Kansas City, Mo., July 19, 1900.

Mr. B. H. Garrigues,

Secretary Central Assn. of R. R. Officers.

Dear Sir: As the business of the K. C. St. J. & C. B. and H. & St. J. roads at Kansas City is consolidated, we think that one membership in the Central Association of Railroad Officers should cover both roads, and this is to notify you that, commencing with August 1, 1900, we will expect to pay only one portion of the expense of the Association; bills to be made against the K. C. St. J. & C. B. R. R. Co.

Yours truly,

(Signed) E. G. FISH,
Superintendent Terminals.

President: What action do you wish to take on this letter?
. . . If there is no objection the Secretary will notify Mr. Fish that his proposition is accepted, and after August 1st, bill will be made only against the K. C. St. J. & C. B.

Switching Tickets.

Secretary: As instructed at the July meeting, I wrote the Secretaries of the Columbus and Indianapolis Divisions for information regarding the handling of switching tickets at those points. Secretary Berry, of the Columbus Division, advises that they have not yet put the proposed new arrangement into effect. Secretary Staats, of the Indianapolis Division, has outlined the practice at Indianapolis quite fully, and sent samples of tickets and reports. I will read their letters. (Reads same.)

After some little discussion the Secretary was instructed to refer the papers to Mr. Mitchell, of the K. C. F. S. & M., who brought the matter up at the July meeting.

Transfer of Hay.

Secretary: At the July meeting we had up the question of refusal of the Wabash to transfer hay when loaded in furniture cars, and I was instructed to write Mr. C. B. Adams, Superintendent Transportation of that line, calling his attention to our rules. I did so, and the following is his reply:

St. Louis, July 26, 1900.

Mr. B. H. Garrigues,

Secretary Central Assn. of Railroad Officers.

Dear Sir: I have your letter of July 14th, calling our attention to our failure to transfer a carload of hay from connecting line at Kansas City. I believe that we follow the rules of the Central Association at Kansas City as closely as any other line, but we do not undertake to carry out rules that are impractical. When hay is delivered us in furniture cars, we will not under-

take to transfer it, for the simple reason that we do not always have furniture cars on hand at Kansas City, and we can not transfer hay that is loaded into a furniture car into our ordinary box cars, and we will not hold empty furniture cars at Kansas City, or haul them into that point for the reception of hay, nor will we transfer the contents of a furniture car into two cars.

When we load furniture cars with hay, we do not ask connections to transfer, and we will not comply with requests made on us to transfer hay from furniture cars. As a matter of fact, I do not believe that hay should be considered a transferable commodity, although we will undertake to transfer it when loaded in thirty-four-foot cars.

Yours truly,

(Signed) C. B. ADAMS,
Supt. Transportation.

After some discussion the following motion was offered by Mr. Mitchell, seconded and carried:

"That the Secretary of this Association be instructed to advise the members that he has been notified by the Wabash Railroad Co. that it will not be bound by the rules of the Association respecting the transfer of hay when loaded in furniture cars, and it will therefore be necessary for them to take such individual action as they may see fit to protect themselves."

Transferring Cars.

The Secretary read the following letter from Superintendent Sharp, of the Sante Fe:

Kansas City, Mo., July 27, 1900.

Mr. B. H. Garrigues,

Secretary Central Assn. of R. R. Officers.

Dear Sir: I desire to call attention of the Association to the fact that a great many lines are disregarding transfer nota-

tions on transfer sheets, and are running cars through. Will you kindly bring the matter before the Association at its next meeting, and see if all the lines won't promise to be good, and live up to their promises, as I am sure it would be better for all of us if the rule was strictly adhered to.

Yours truly,

(Signed) H. W. SHARP,
Superintendent Terminals.

Mr. Darnall: I will say for the Wabash that we are transferring all foreign cars at Kansas City. Mr. Sharp sent me a list of cars, and wanted to know why they had not been transferred, and I found that they were loaded with flour which is classed as nontransferable.

President: Speaking for the Milwaukee, we got permission from Mr. Sharp to run some of their cars through and set them empties in return.

Mr. Carson: The Milwaukee ran about fifteen of our cars through, and offered us their cars in return, but we don't want their cars; we would like to have our own.

I notice that our rules do not say anything about distance, and I think that is something that should be covered by rule of this Association, that within a radius of say 100 or 150 miles, cars would not be considered transferable.

Mr. Sharp: The running of cars short distances is all right, provided they are moved back empty, or with a load that unloads on your own track. The trouble is, cars running short distances are held a week or ten days for a load, and when they are brought back they are switched to a third line for unloading, and the result is the car is delayed two or three weeks. It might go to St. Louis or Chicago, and get back sooner. While it seems hard to transfer cars for short distances, yet a short distance is just about as bad for delaying cars as a long one.

Mr. Palmer: There is one thing I have noticed, and that is that when we want our cars badly, they are often run through, and when we have plenty of cars, and would just as soon have

them run through, they are sure to be transferred and returned. I think when a waybill bears the transfer stamp, the car ought to be transferred.

Mr. Jones: We get a great deal of lumber from the Missouri, Pacific and Memphis, at Kansas City, company material for Horton, that we have to haul empties in for, and pay a big price for transferring, under the impression that the rules required us to transfer it. The distance is only about 130 miles, and if we are permitted to run cars that far, we would like to know it.

Mr. Mitchell: As I understand the rules, transfer does not need to be made unless it is insisted upon by the delivering line, and on certain commodities transfer can not be insisted. I think we had better let the rule stand as it is.

President: If there is nothing further on this question, we will hear the report of the grain door committee.

Report of the Committee on Grain Door Question.

President: Here is a communication which has just been handed me, which we will here read before the report of the committee.

The Secretary read as follows:

Kansas City, Mo., August 8, 1900.

Mr. D. W. Rider:

President Central Assn. of R. R. Officers.

Dear Sir: In accordance with our conversation with your representatives this morning, we, the undersigned, elevator operators of Kansas City, make the following proposition in regard to the matter of grain doors:

The elevators agree to take out both car doors on the incoming car as carefully as possible, saving intact as many of these doors as is possible to do. Such doors as are not destroyed will be held by the elevators, and returned to the incoming road, or we will pay forty cents for such doors, should we elect not to return them.

The outgoing road shall pay the elevators ninety cents per car door, or have the alternative of furnishing the lumber, and paying twenty cents per car to the elevators for labor and nails.

Yours truly,

(Signed) S. C. LEE GRAIN CO.,
MIDLAND ELEVATOR CO.,
MISSOURI & KAW ELEVATORS,
by Moore Grain & Elevator Co.,
ROCK ISLAND ELEVATOR,
CHAS. F. ORTHWEIN'S SONS,
DIAMOND & ECLIPSE ELEVATORS,
RICHARDSON & CO.,
SANTA FE ELEVATOR,
HARROUN COM. CO.,
MERCHANTS & CRESCENT ELEVATORS,
GEO. A. ADAMS GRAIN CO.,
STAR ELEVATOR,
JOHNSON-BRINKMAN COM. CO.,
ROSEDALE ELEVATOR,
MCREYNOLDS & CO.,
SUN ELEVATOR,
ARGENTINE ELEVATOR CO.,
BELT LINE ELEVATOR,
HALL & ROBINSON,
EXCHANGE ELEVATOR,
KELLEY MILLING CO.

Mr. Carson: At the special meeting held July 27th, this grain door question was considered further, and a committee of five was appointed. This committee held a meeting in the office of Mr. W. H. Sharp, of the Santa Fe, on the morning of August 1st, and the question was discussed for several hours, resulting in the following resolutions:

"This Committee recommends that it be made the duty of lines transferring grain from car to car at Kansas City to save all temporary grain doors in cars from which grain is transferred,

and return them in car lots, switching free, to the lines that brought the cars to Kansas City, such lines to pay the lines returning the doors five cents for every good door, or its equivalent in lumber. This arrangement not to apply to boards nailed across end doors, but such boards not to be removed from cars.

"The Committee further recommends that lines furnishing temporary grain doors for cars going through without transfer, bill against the lines over which the loads move for proportion of cost of such doors on revenue basis."

After the forenoon session of the Committee, and the practical settlement of the question of grain doors as between the lines at Kansas City in car to car transfer, we had as yet to settle the question of grain doors at elevators, and a meeting was called in this room in the afternoon at 2:30 of the members of the Committee, and the lines on which are located elevators and warehouses where grain is handled. At that meeting there was quite a diversity of opinion, and several resolutions were offered, but none carried. The consensus of opinion of all the representatives present except the K. C. Southern was that they would be willing to provide grain cars with grain doors, placing someone at the elevators to attend to the work. But the Kansas City Southern, including the Suburban Belt, on which are located seven elevators, refused to enter into such an arrangement, so that we were obliged to abandon that plan of settlement of the question.

The Committee then concluded to hold a meeting with the grain door committee of the Board of Trade, this morning, which was held at 9 o'clock. After discussing the matter they finally agreed to make us a proposition, and this proposition you have just heard read.

That is the shape the matter is in.

Mr. Mitchell: As this proposition has not yet been considered by the grain door committee, I move that a recess of fifteen minutes be taken, during which the Committee consider, and report on this proposition of the grain men.

Seconded and carried.

Mr. Carson: The Committee has carefully considered the proposition made by the elevator men on the grain door question, and offers the following substitute arrangement:

"The elevators agree to take out all temporary grain doors from inbound shipments with as much care as possible, saving intact as many of these doors as is possible to do. Such doors as are not destroyed in removing them from cars will be held by the elevators, and returned to the incoming roads, or elevators will pay forty cents each for such doors, should they not return them.

"The outbound carrying lines will pay the elevators sixty cents per door, or have the alternative of furnishing grain doors or sufficient lumber to make them, and paying fifteen cents per car to the elevators for labor and nails. This to apply to side doors only, not provided with permanent grain doors, and but one door for each side opening."

Some discussion followed, after which the following resolution was offered by Mr. Mitchell:

"That the matter of paying elevators for grain doors be submitted to letter ballot, and that in submitting it the Secretary forward to each representative a copy of the proposition of the elevator men, and a copy of the amended proposition recommended by the Committee of this Association, it being understood that an affirmative vote by any road will be in favor of the Committee negotiating further with the elevators with a view to securing their acceptance of the amended proposition."

Seconded by Mr. Welch and carried.

Mr. Mitchell: I would like to offer another motion; that if any arrangement is made with elevators whereby they are to be allowed to return grain doors removed from cars, and whereby the railroads may, if they choose, furnish lumber or new doors for their cars loading at elevators, that the switching movement, both on the old doors and on the lumber, or new doors, be free.

Seconded by Mr. Sharp and carried.

New Business.

Advertisements on Cars.

Mr. Laughlin stated that he had been requested by his Superintendent, Mr. Goodrich, to bring up the question of shippers pasting advertisements on cars, and see if some uniform action could not be taken.

Mr. Laughlin was advised that the placing of advertisements on cars is prohibited by Rule 2, of the Association, and a number of members present stated that as far as they knew the rule was being observed at Kansas City.

There being no further business, the meeting adjourned.
Date of next regular meeting, September 12, 1900.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, August 13, 1900.

The meeting was called to order at 2:30 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.	Not represented.
C. & O. Ry.	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.	MR. G. K. LOWELL.
“	MR. W. H. NEWMAN.
“	MR. B. O'BANNON.
I. C. R. R.	MR. W. J. HARAHAN.
L. & N. R. R.	MR. C. J. KLEIN.
L. E. & St. L. R. R.	MR. W. K. MORLEY.
L. H. & St. L. Ry.	MR. R. CAYCE.
P. C. C. & St. L. Ry.	Not represented.
Southern Ry.	MR. H. B. SPENCER.
Kentucky and Indiana Bridge & Terminal Co.	MR. B. S. JOSSELYN.

The reading of the minutes of the previous meeting was dispensed with.

There being no unfinished business, the Secretary read the following letters:

Cincinnati, O., August 9, 1900.

To All Secretaries Central Association.

Gentlemen: Please see July proceedings, 1900, page 421, resolution relative to handling oil tanks when same are on fire or in wreck.

Also page 458, relative to Mr. Riley's paper on Tonnage Rating, wherein it was moved and carried, "That each Division be requested to make this paper subject for discussion at its September meeting."

Please call the attention of your members to both subjects, especially the latter, in time to be considered at your regular meeting in September.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Louisville, Ky., August 9, 1900.

Mr. J. C. Loomis,

Secretary Central Assn. of R. R. Officers,
City.

Subject—Furnishing labor to load and unload cars on
team tracks.

Dear Sir: On December 13, 1899, the Central Association of Railroad Officers, Louisville Division, passed the following resolution:

"a. No labor will be furnished by the railroad companies in loading or unloading carload freight on team tracks, with such exceptions as may be granted by the Central Association of Railroad Officers, Louisville Division, after proper application to said Association by the Local Agent at interest, through and with the recommendation of the Local Freight Agents' Association."

At a special meeting of the Local Freight Agents' Associa-

tion, held December 15, 1899, the above resolution was offered by Mr. M. L. Akers, and was unanimously adopted.

At a meeting of this Association, held June 25, 1900, a resolution was adopted instructing me to ascertain from each of the members of this Association if they were furnishing labor in violation of the above resolution.

Replies (all of which I attach hereto) from all members except Mr. M. L. Akers, state that they do not furnish labor. Mr. Akers states that he furnishes labor whenever necessary.

At the meeting of this Association, held July 10th, I was instructed to refer this matter to your Association, requesting that you take action in the matter.

Will you kindly submit this matter at your next meeting, advising what action is taken?

Yours very truly,

(Signed) CHAS. O. KROENER,
Secretary.

No action was taken in regard to the first letter.

Mr. Akers, on behalf of the Big Four and C. & O. Rys., stated that he had adhered strictly to the agreement; but the P. C. C. & St. L. Ry., after suit was brought against one of the members, having served notice that they would not refuse to handle carload freight through their freight house, which virtually violated the agreement, he had since furnished labor whenever necessary.

After a general discussion, the following resolution offered by Mr. Newman was adopted:

"I move that the agreement be annulled until the adjustment of the suit against one of the members, at which time the matter be brought up for further action on the part of the Association."

The subject of "Parking sleepers during the Triennial Conclave of Knights Templars, August, 1901," was then taken up for consideration, Mr. W. H. Taylor, Chairman, and Mr. C. H.

Hagerty, Secretary, of the Transportation Committee of the Knights Templars being present.

These gentlemen explained that the hotel accommodations were exhausted, and that in their opinion, and the opinion of the hotel people, the parking of sleepers would be an absolute necessity.

After a general discussion, the following resolution offered by Mr. Lowell was duly seconded and carried:

“It is the sense of this meeting that it will be necessary for Louisville Lines to park sleepers to the extent of their facilities during the Knights Templars Conclave, to be held in Louisville August, 1901.”

Mr. Josselyn: I think we should pass a resolution thanking the President for the able manner in which he provided for the entertainment of the Central Association of Railroad Officers here last month.

Seconded and carried.

Adjourned 3:05 p. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

SEPTEMBER.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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B. W. TAYLOR.....1st Vice-Prest.
T. F. WHITTELSEY....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

F. L. TOMPKINS, Chairman.
B. W. TAYLOR. J. B. FLANDERS. T. F. WHITTELSEY.
M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

COMMUNICATIONS.

Railroad Forestry.

BY A. A. HESSER, ASS'T TRAIN MASTER P. & R. RY. CO.

At the meeting of the Association of Officers of the Reading Division, held in the month of July last at this place, by request of our Chairman, a pamphlet was read on Railroad Forestry, by J. Hope Sutor, General Manager of the O. & L. K. R. R. That gentleman, in a most masterly manner, while admitting the devotion and clearheadedness of railroad officials to their direct interests, referred in a very mild way to their lack of foresight in anticipating the loss to corporations, in the very near future, from indifference to the subject which he so clearly treated upon.

It is not expected nor necessary to review the article referred to, but it is well to repeat that he demonstrates that nearly ninety million ties are required annually in the United States for renewal on railroads, and that the total consumption of lumber in the year 1890 was twenty-three thousand seven hundred sixty-six million feet. The figures are stupendous, and right here, gentlemen, it will be well to impress on our minds, if possible, what is at any time comprised in a single one million.

Based on the work just mentioned, our Chairman has requested the writer to prepare an article for the present meeting, covering the situation as reviewed from the standpoint of the P. & R. Company, and its possibilities along the line of forestry culture, which he was generous enough to say, would, he thought, be both interesting and valuable. The writer ap-

preciates the compliment, but desires to say that he regrets that a task of such importance to our Company, the Commonwealth, and the individual citizen, was not placed in more competent hands. For failure to fully cover the subject the writer, too, must plead in extenuation the terribly heated spell of the last few weeks, the equal of which is not to be found in the records of the Weather Bureau.

Figures, as a rule, are dry, and not generally interesting, while hard to retain in memory, and their use therefore will not be resorted to, only when unavoidable for clear illustration, and then will be as concise as possible.

Had the writer been able to ascertain in any manner the consumption of lumber of the Railroad Company, it would have proved of interest, and admitted of better illustration, but that is simply out of the question, and therefore it can only be given as an enormous quantity. It can be said, however, that the Coal & Iron Company are, probably, in the six hundred and two miles of its underground track, which they have in operation, by far the largest consumers of lumber in the state.

In the fiscal year ending May last, they purchased eleven million feet of prop timber. In the month of June last they consumed one hundred and thirty thousand two hundred feet of lagging poles; two hundred and thirty-seven thousand four hundred and fifty-two laggings; twenty thousand four hundred and forty-three sills, and thirty-two hundred sprags. Combine the cost of this with the additional cost to the Railroad Company at this time, what will be the cost in the year 1910 and thereafter, when lumber will be practically a thing of the past in the United States?

To come at once to our own state of Pennsylvania; we will first ask the direct question: What evidence is there to show that at some early day, not to future generations, not to future managements of railroads, but to all those now present, we shall find one of the most useful gifts that the Deity has bestowed upon mankind gone from beyond our reach? Not to be had with any money! with any price!

Like a scourge coming down upon the land, it should cause us to pause, and as we realize the terrible distress it will produce, to use a mild word, we should rise up like men and Christians, and apply the remedy within our reach.

Are we short of our iron? Like in the last two years, our furnaces and our mills are worked to their utmost capacity, and the deficiency is made up.

Are we short of coal and minerals? The mines of the country are driven to their utmost, and the producer now stands at your door ready to serve your wants.

Are we short the hardy oaks and the useful pines, and the furniture woods, and the wood for pulp, and the wood for building purposes, and a thousand and one other absolutely necessary purposes? We are. Well, what are you going to do about it? Mr. Sutor quotes Poor Richard's saying: "Experience keeps a dear school, but fools learn in no other." Unfortunately, in the end, our children and their descendants, in their innocence and helpfulness, must bear the terrible burden of our neglect, indifference, and, perhaps, it ought properly to be called a crime; if not legally, then morally.

From the report of the Forestry Commission of the State of Pennsylvania, issued in 1895, the following suggestive quotation is taken: "In portions of the state unproductive areas are large, and present a picture of desolation and depopulation, which can not well be recognized without awakening most serious thoughts as to their present and future bearing on the prosperity of the Commonwealth. For example, in those portions of Luzerne, Lackawanna, Carbon, Monroe, Pike and Wayne Counties, which are, as a whole, in most immediate relation to each other, there exists an area of nine hundred and seventy square miles, or an aggregate of six hundred and twenty thousand eight hundred acres, which may be regarded more as a menace to the prosperity of the Commonwealth, than as an element of strength to it. Over most of this region there was once a dense and valuable forest growth of hemlock and pine, along with the usual hardwoods. A portion of this area is drained by the

Lehigh and its tributaries; and those who remember the town of White Haven as it was twenty years ago will recall the number of logs that were run down the stream to and arrested at that point, for the purpose of being made into lumber. This is practically a thing of the past, and yet so recently have the lumbering interests been active in the waste above alluded to, that I counted, in the summer of 1894, thirty-six solid white pine stumps still standing on an acre of ground, and saw second-rate shingles manufactured out of the portion of the same trunks the lumbermen in the earlier years had rejected. But the most startling fact in connection with this statement is, that already yellow pine from the South is being imported into this region for home use and home construction. A superficial observer, or one ignorant of the possibilities of forestry, might well ask the question: To what use can this vast area of nine hundred and seventy miles be put? It is quite clear that it is fast becoming depopulated, and that as a whole its agricultural possibilities are of the very lowest grade. Nor is this all. An area so large can not possibly be expected to remain forever unoccupied. The coming pressure of a fast increasing population at home, and the settlement of hitherto unutilized agricultural land in the West, indicate beyond doubt that the time is near at hand when the area above mentioned must be made, in some manner, tributary to the general good of the Commonwealth."

This statement is given on the most reliable authority; the places mentioned, but a few hours travel from our homes, and the facts mentioned are such as should bring up serious thought and dogged determination to remedy the evil to each one of us. BUT THEY DON'T. Our state contains forty-six thousand square miles of surface, and already almost one mile in nineteen has been offered for sale by the treasurers of the different counties for the nonpayment of taxes. In Potter County, Mrs. Anna Bodler, Superintendent of Public Schools, stated that in 1895 there were in that county fifty sawmills, and that twenty-six thousand acres of land were cleared annually for the above.

We will mention at this point, that from 1875 to 1895 there were rafted into Williamsport twenty-three million eight hundred and fifty thousand six hundred and seventeen logs, and this, of course, did not include what was brought there by rail. During the year 1894, Williamsport sent away by railroads two hundred and twenty-five million feet of lumber. It is computed that over thirty million mine props are used annually in the State of Pennsylvania alone.

It was stated by the Pennsylvania Forestry Commission five years ago that between lands stripped of timber and worthless, and worn out and unprofitable farm lands, the State of Pennsylvania had eight thousand seven hundred and sixteen square miles which had ceased to be an element of strength.

I now desire, gentlemen, to make another quotation from the report of the learned Commission just mentioned, in 1895, and if you fail to remember ought else, I trust you will carry this away with you in your memory from this gathering. Now note the prediction:

"The fact is, that the end of some of our most valuable trees is in sight. I do not mean to say that we shall have no white pine or hemlock, or black walnut, but I do assert that inside of the next fifteen years the State of Pennsylvania will have been so far denuded of these and other valuable trees, that the Commonwealth will suffer most seriously, because industries that have contributed enormous sums of money to our people will have practically vanished for the want of material to operate upon, and because, also, there is nothing to take their place."

"What makes the matter worse is the fact that we have not yet taken one direct practical step towards the restoration of material upon which this prosperity depends."

Is this not a warning from an undisputed authority that should be fully heeded, as Pennsylvania was then the second largest lumber-producing state in the Union? Whatever is a direct injury to the citizen, must prove an indirect injury to the Corporation.

The next important point for consideration from the stand-

point of a Railroad Official is the present scarcity of water, and which scarcity, unfortunately, will increase correspondingly with the denudation of the forests. The loss of water can not, of course, result disastrously like the extinction of the trees, but the embarrassment to trade resulting from a scarcity is on the increase yearly, as all of us practically are fully aware. In the little town of Cressona there is a stream of water that fully supplied, I am told, all the locomotives in use at that place in the early days of the railroad. An investigation of that same stream within a week past shows that it has decreased in quantity to less than six thousand gallons per day. The financial aspect of the case is, that our Company during the last twelve years has paid for water nearly fifteen thousand dollars to the Water Company to make up the deficiency. To carry the illustration farther, competent engineering authority asserts that in the year 1816 the least daily flow of water in the Schuylkill River, at Philadelphia, was five hundred million gallons. Since then the decrease has been regular, and corresponding with the destruction of the trees, so that in 1895 the least flow of the Schuylkill River, at Philadelphia, was one hundred and ninety-five million gallons daily.

As we are all probably aware, there are immense manufacturing plants located at Manchester, New Hampshire, that utilize the splendid water of the Merrimac River. The treasurer of a large manufacturing company, Hon. T. Jefferson Coolidge, of Boston, stated that if the clearing of the forests continues, manufacturing by the waters of the Merrimac will become impossible, in which case steam will have to be used, which means practically that their industries will be destroyed. "I earnestly appeal to you, gentlemen," said Mr. Coolidge, "for the interest of New Hampshire, which depends on the success of the manufacturing corporations situated on the Merrimac and other streams of the state, to exert your utmost influence to induce the next legislature to protect the forests remaining."

Competent engineers inform us that as between two similarly situated and conditioned regions, the one, however, being

treeless, and the other being timber clad, the latter will absorb of the water which falls, and the snow which melts, about three fifths more than the barren ground. I do not think it has been demonstrated that there is less rainfall now than at any time heretofore. The maximum annual rainfall over the state is about sixty-two inches, and the minimum is about twenty-nine inches. The annual average for the entire state approximates a depth of water upon the area of the state of forty-three and five-tenths inches, or three and six-tenths feet.

Corporations and manufactureres, no doubt, will have to resort to the impounding of water in times of plenteousness, to be used in times of emergencies. But nature invariably objects to any material interference of its laws, and it is estimated that in the month of July, ten cubic feet per minute are evaporated from a square mile of water. On this basis, throughout the month it would mean that a square mile of water surface yielded to the atmosphere in the form of vapor three million three hundred and thirty-nine thousand three hundred and four gallons, or in round numbers, three and one-third millions of gallons; and this would then bring us to the THIRD proposition, which is, that a treeless country will absorb but very little water, but, on the other hand, permits it to run away rapidly, thus washing away the soil and causing freshets, which endanger both life and property. A moments reflection will convince us that the trees protect the ground from sun and wind, that leaves and decaying vegetable matter form a bed for the accumulation of moisture, which keeps the soil in condition to receive water, while the roots of trees make openings which admit of the rainfall settling, which otherwise must pass away on the surface. Therefore, if forests are permitted to stand, the springs will be fully replenished, while, on the other hand, the rapid passing away of the water must necessarily cause danger from freshets.

Major C. W. Raymond, commenting on the causes of the floods at Williamsport, stated: "The destruction of the forests from the mountain crests and slopes of a watershed is undoubtedly the principal cause of the average magnitude of floods.

The evidence collected during the last twenty-five years establishing this conclusion is well nigh overwhelming, not only in the mountainous countries of Europe, but also in our own land.

Colonel Torrelli affirms, as the result of careful observation, that four-fifths of the precipitation in forests is absorbed by the soil, or detained by the surface of the ground, to be gradually given up in springs and gentle rills, and only one-fifth of the precipitation is delivered to the rivers rapidly enough to create floods. Upon the same slopes and surfaces, denuded of their forests, the proportions are reversed.

In France, Germany and Austria, the systematic planting of mountain slopes as a means of restoring lost fertility and preventing the inundations following the destruction of forests, is an established fact, followed by results more satisfactory than the most sanguine anticipations.

Since, and including, the Johnstown flood, the Commissioners of fourteen counties of the Commonwealth have expended in the repairs and renewal of highways and bridges, damaged and destroyed by high water, seven hundred and fourteen thousand dollars. The writer recalls, with feeling of regret, the destruction of three spans of the beautiful iron railroad bridge of our Company across the Susquehanna River, at Sunbury, by high water, at which place I happened to be at the time. And during the rainfall of March last, it was necessary to hastily weight down two of the wooden bridges on the Mine Hill Branch to prevent their being washed away. From overflowed banks the roadbed was washed at numerous places, and the loss to the Coal and Iron Company was such that to regain some of their collieries, additional pumps of large magnitude had to be erected and put into service.

Now, would forestry remedy the evil of freshets and the washing away of soil? Unfortunately we have had no experience in our own country upon which to justify an opinion, but we are reliably informed that the "French government, and the farmers together, have expended during the last thirty years

over forty millions of dollars, and expect to spend three or four times that amount to reforest one million acres of denuded mountain sides, the soil and debris from which have been carried by the currents of water into the plain, covering over eight million acres of fertile ground, and making it useless for agriculture."

"Forest Leaves," an invaluable little publication, states: "The famous Johnstown flood of May 31, 1889, will possibly be recalled to the public by an attempt to forest a large portion of the Conemaugh watershed, to prevent further damage by freshets. The Johnstown Water Company, which controls five thousand acres of mountain land, asks the Division of Forestry to devise a plan by which the area can be recovered with timber, and the too rapid run-off of the rainfall prevented. The region is peculiarly liable to freshets, owing to its topographical character, and the removal of its timber. The now historic catastrophe which set away ten million dollars in property, and half as many lives as at the battle of Gettysburg, was but an exaggerated instance of many similar floods.

This tendency has been increased by logging off the timber and clearing numerous farms, so that the rainfall flows quickly from the surface, causing high water at one time, and the drying up of springs later. The superintendent of tree planting, and another working-plan expert of the Division of Forestry, examined the region, and will decide on a plan of reforestation. In the clearings tree planting will be required. An attempt will probably be made to increase the stand over the whole area by skillfully assisting natural reproduction. Protection from fire and cattle will be required. The expense will be shared by the Government and Water Company. The former furnishing expert work, and possibly some material for planting." Might we not ask here, who is responsible for the immense loss of life and property at the Johnstown flood?

The Philadelphia & Reading Coal and Iron Company are the owners of sixty-six thousand one hundred and thirty-eight acres of land, all of which at one time bore a magnificent and invaluable

able crop of timber. Today a ride along the railroad shows denudation of about every acre of the above mentioned land, and its appearance is one of woe and desolation. Can and should this ground be planted with forest trees, and be made productive and profitable? Under proper laws already in existence, and rigidly enforced, the answer is, unhesitatingly, yes.

Again we resort to the experience of some of the older countries of Europe, and find that six Dukedoms of Germany, comprising five hundred and fifty thousand four hundred and thirty acres, derived an income in 1894-5 of over two millions of dollars, from which is to be deducted an expense of almost nine hundred thousand dollars, leaving a net profit for the year of actually one million two hundred and twenty-six thousand two hundred and forty-four dollars and eighty-one cents. This, it should be understood, represents an annual revenue, and therefore will continue on indefinitely in the future, even as it has been doing for many years in the past; as their timber tracts are never permitted to depreciate in quantity like in our country. There are many places in Germany, even with its large standing army to support, that are virtually exempt from taxation, owing to the splendid system of forestry in vogue in that country.

Based on the above calculation, the lands of the Coal and Iron Company should produce an annual revenue of a fraction but little short of one hundred and fifty thousand dollars. Based on the prices of timber, as they must undoubtedly rule in the near future, from what has already been said in this article, the figures just given should likely be multiplied several times over.

It may here be said that Germany would be rated as a second-class nation, only for the revenue derived from tree culture. The Black Forest of Germany extends north from the Swiss border upwards of a hundred miles, and east of the Rhine Valley from twenty to forty miles, and yields a net revenue of more than three million dollars annually from land which is not adapted to cultivation. And besides the direct income from timber, there

is a large indirect return from the health and summer resorts found at every forest-surrounded valley.

In the report of the Forestry Commission of Pennsylvania for the year 1896 I find the following assuring statement: "It is no longer a problem as to whether forest lands under proper state management can or should be made a source of revenue to the Government. The magnificent results attending the forestry operations of Germany, Sweden and Norway, and England in India, leave no doubt that no other line of public policy returned a surer or larger revenue, involving at the same time less injury to the individual or less loss to the Government."

That it can be made to pay here, we may infer from the prices which are now offered to New York State for spruce grown under state protection. Unfortunately, gentlemen, forestry culture in the United States, and especially in our own state, is subjected to many and serious drawbacks. People in possession of timber tracks up to this time, it may be said, were almost compelled to dispose of them on account of the taxes levied by the Commonwealth. I am glad to say these conditions have somewhat changed for the better, as recently enacted laws tend to relieve the owners of small timber tracks of the greater part of the taxes, and legislation at an early day will undoubtedly go much farther in that direction. The one serious and fatal drawback with us has been that the public has never appreciated the necessity of using judiciously the timber that has been given us by the generous hand of Nature, and caring for the timber that Nature would reproduce, if we only had sense enough to let hands off.

The terrible fires that are permitted to burn through our forests annually are the great and, it may almost be said, fatal obstacles in forestry culture, and it will therefore be well to dwell on this point with particular emphasis.

In 1897, fourteen thousand acres of woodland were burned over in Schuylkill County. For 1896, five hundred and fifty thousand dollars was the actual loss in money in the state; and for 1897, the loss is given at three hundred and ninety-four

thousand dollars. Gentlemen, has this loss of nearly a million dollars in money value in two years ever been brought to your serious consideration before? No doubt many of us have viewed with admiration and delight the burning fires on the Blue Mountain between Pt. Clinton and Auburn, when passing there by night on passenger trains, as it formed half-circles for a mile or more in length, or as it worked its way wedge-shaped toward the mountain peak. The sight was simply grand. Did we, at the time, ever think of the fact that this burning timber will be invaluable to us in the near future? Everyone can answer for himself.

The forest fires during the spring of this year were particularly disastrous, not only in Pennsylvania, but in New Jersey, Michigan and Minnesota. The loss in Berks County is authoritatively given at one hundred thousand dollars, and the adjoining county of Schuylkill, at seventy-five thousand dollars, and this, it should be borne in mind, does not include the damage to the soil.

Telegrams. From Reading, May 4, 1900.

It is estimated that owners of timber lands in Berks County have sustained losses exceeding one hundred thousand dollars this year as a result of forest fires. For nearly two weeks the fire marshals were kept busy, and through their efforts much property was saved. But the fires were so frequent and so widely scattered that much damage was done. In Albany township, along the northern border of the county, the loss was greatest. For five miles east of the Schuylkill River, the southern slope of the Blue Mountain has been denuded of timber. The flames made a clean sweep, and crept up to the very edge of the village of Port Clinton. No doubt the gentlemen here present, residents of Berks County, have given this much thought and necessary resolution, hence there is no necessity to dwell further upon it.

Pottsville, Pa., May 4, 1900.

“The losses from forest fires in Schuylkill County have been greater this year than for many years past. The fires which a

heavy shower of yesterday partly quenched extended over many thousand acres of territory embracing a belt from New Philadelphia and Middleport up into the Shenandoah region and Mahanoy. Many acres of valuable timber land, and some private property has been destroyed. The loss is estimated at between fifty and seventy-five thousand dollars."

No doubt all the gentlemen here present from Schuylkill County are fully advised as to this occurrence, and it therefore has made an impression upon their minds which never will be eradicated. I am sure it has upon the mind of the writer, for the reason that over one hundred acres of timber, which already had obtained a growth of thirty-three years, was virtually ruined, and was the property of a member of the family, to say nothing of the fact that but recently the writer suffered a loss by fire in a promising growing tract of fifty acres, which, no doubt, was wantonly started by rabbit hunters. Touch the pocket-book, and you touch the conscience. Now, we will suppose, for a matter of comparison, the telegram had read about as follows:

"Reading, Pa., May 4, 1900.

"It is estimated that the owners of wheat, rye and hay standing in fields in Berks County, have sustained a loss exceeding one hundred thousand dollars this year as the result of fires." Well, what about it? The injury and loss in the latter case would not only have been bewailed by every citizen in Berks County as a public calamity, but, no doubt, the information would have been telegraphed broadcast throughout the civilized world. Now, I am bound to say I hardly comprehend why the latter would have attracted so much serious consideration, for the reason that the grain and the hay can all be reproduced in the coming year, while, on the other hand, much of the timber destroyed, I know as a fact, was the growth of a third of a century. This condition of affairs can not last much longer. The day is well nigh at hand when a man who intentionally starts a forest fire will be looked upon by the law and the community like as an incendiary who has destroyed a dwelling-

house or a factory. But that will only be when public opinion demands it, and if nothing further than that has been accomplished by the able article of Mr. Sutor, then we have gained much, indeed, so far as this little gathering is concerned.

Most of us, no doubt, are aware that that generous-hearted old Frenchman Stephen Girard left an estate which is now valued at sixteen millions of dollars, all of which he deeded to practical charity. The estate is the owner of much denuded timber land in the Schuylkill coal region, and for their possession of ample means have undertaken to solve the problem of forestry culture from a commercial standpoint. From 1877 up to and including 1899, which embraces a period of twenty-three years, two hundred and fifty-two thousand and fifty trees, consisting of ten varietes, were planted. From information furnished by Heber S. Thompson, the courteous engineer of the estate in Schuylkill County, the writer learns that the largest of the trees first planted are now from five to eight inches in diameter, and from thirty-eight to forty feet in height. But here comes in the evil complained of before. Forest fires burnt over five thousand five hundred and thirty acres of land in April and May of the year 1899, causing a loss of nearly ten thousand dollars, and bringing the loss for the last three years from that cause up to thirty-four thousand dollars. Mr. Thompson further says, that the whole problem of forest management depends on the possibility of protecting the land from fires. The majority of the fires, he states, on the Girard estate are set by locomotives, by berry pickers, or by careless loiterers, and I regret to say that the conclusions of the managers of the Girard estate are that in most parts of Pennsylvania forest planting on a large scale will not, in their judgment, prove a profitable business venture. Mr. Thompson, however, says that upon most of the land of the estate, the native trees will return in a comparatively short time, if the fires are kept out. It ought to be said, that since the Girard estate first engaged in tree planting, the lawmakers of the Commonwealth have done much, and, no doubt, are ready to do much more to encourage and protect

tree culture. For illustration, taxes on small timber tracks, as stated before, are now being largely remitted. In the case of forest fires, constables are compelled by law to act as *ex officio* fire wardens for the extinction of forest fires, and for reporting to the Court of Quarter Sessions violations of the law for the protection of forests from fire, prescribing the duties of such fire wardens, and their punishment for failure to perform the same, and empowering them to require, under penalty, the assistance of other persons in the extinction of such fires. Constables and other peace officers are authorized by law to arrest persons reasonably suspected by them of offending against the laws protecting timber lands.

Under a law enacted in 1897, it is the duty of the County Commissioners of the Commonwealth to appoint persons under oath to ferret out and bring to punishment all persons or corporations who either willfully or otherwise cause the burning of timber lands within their respective counties, and to take measures to have such fires extinguished where it can be done. On failure of Commissioners of any county to comply with this act, they shall be deemed guilty of a misdemeanor in office, and upon conviction thereof shall be fined in a sum not exceeding one hundred dollars, or suffer an imprisonment not exceeding two years, or both, at the discretion of the Court.

That the lawmakers of the state are hopeful in the future success of forestry is best seen in the fact that the State Forestry Commission is authorized to purchase of waste land, forty thousand acres, of which are part of the watershed of the Susquehanna River, forty thousand acres of the Delaware River and forty thousand acres of the Ohio River.

In conclusion I beg to quote this extract from the report of the Forestry Commission, and it should be recollected that they are gentlemen of broad minds and vast experience. They say as follows: "I admit that exact statistics are meagre, but think it can be proved that in half a century this state should have on grounds, otherwise waste, a timber crop worth a billion and a half dollars. It is well to inquire why we have no indications

of a crop of such value on lands cleared long ago. There are two reasons: First, because we have taken no pains to start it; and, second, because we have wholly failed to offer any protection against forest fires.”

Now, if such is the case, gentlemen, the more than sixty-six thousand acres of idle land of the P. & R. Coal and Iron Company should be open to great possibilities, or certainly will be soon, as public opinion is properly moulded. It is not egotism to say that all of us here present today are a given part of the public.

Grover Cleveland was defeated for the highest office on earth in the hands of mankind by Benjamin Harrison, on account of putting forth his celebrated tariff reform manifesto. Asked later on as to his cause for issuing it, his answer was, I had but one person in view when writing it, and that was the man that tills the soil. A beautiful and worthy sentiment indeed.

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held in Room 71, Carew Building, Cincinnati, Ohio,
Tuesday, September 11, 1900.

The meeting was called to order at 11:00 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
“	....MR. C. C. RILEY.....	Supt. C. S.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER	D. M. M.
“	....Mr. Mason Rickert.....	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	.....MR. G. W. HEPBURN	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“	.....MR. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry...	MR. GEO. P. FRAVEL.....	R. F. of E.

President: The minutes of the last meeting will stand approved as printed, unless there are objections.

Handling of Local Railroad Mail, and Delivery of Notices.

Secretary: The first subject is the handling of local railroad mail, and delivery of notices. This subject was carried over from the last meeting.

President: Has there anything new come up about the subject?

Secretary: It is just as it was before. The C. H. & D. Ry. still adhere to their proposition of having the M. D. T. Co. to do the work.

Mr. Galloway: I move that the subject be laid on the table.

Mr. Lawler: I second the motion. Carried.

Furnishing Help for Loading and Unloading, and Warehouse Facilities for Freight Taking Carload Rates.

Mr. Lewis: I move that the Secretary communicate with the Columbus, St. Louis, Indianapolis, and Louisville Associations, and ascertain what is being done at those points. Seconded and carried.

Handling of Oil Tanks When Same are on Fire or in Wrecks, as per Action at the Annual Meeting.

The Secretary read that part of the minutes of the annual meeting which refers to this subject. (Page 421 July Proceedings.)

Mr. Lewis: I move that the matter be referred to the Standing Committee on Joint Car Inspection, which is composed of transportation and mechanical men, for their recommendation.

Seconded by Mr. Arnold, and carried.

Discussion of Mr. C. C. Riley's Paper on Tonnage Rating of Engines.

The Secretary read extract from the minutes of the annual meeting setting forth the suggestion that the paper be discussed at the September meetings of the different Divisions.

President: What shall be done with the suggestion of the Central Association?

Mr. Arnold: I move that the discussion of this paper be postponed until the October meeting.

Seconded by Mr. Lewis, and carried.

Maximum Excess Load above Marked Capacity for Car.

Secretary: I have the following letter from the Columbus Division which reads as follows:

Central Association of Railroad Officers.

Columbus, Ohio, August 31, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: At the June meeting of this Division the following resolution was passed:

"That the Secretary take up, with the Secretary of the Central Association, the question of securing from the various railroads within the Central Association a list of the excess load that such roads will accept on cars of various capacities over and above the marked capacity of the car, with a view to consolidating that information and preparing a blank to be printed for distribution among the roads in interests."

Will you kindly ask the secretaries of the various divisions for this information and have same compiled so that the information may be properly distributed.

Yours truly,

(Signed) J. D. BERRY,
Secretary.

Secretary: I have asked all the secretaries for the information.

Mr. Lewis: Some time ago, Mr. President, the rule of allowing 10 percent over and above the marked capacity was taken up, and it took a good while to get that rule through; and now everybody is carrying it out. I have never heard of any trouble arising from such excess loading, and I would recommend that we adhere to the rule in effect, and that the Secretary be so notified.

Mr. Galloway: I think that all Cincinnati lines, without exception, are carrying this rule out; it is the uniform practice here.

Mr. Arnold: They have all agreed to it.

Mr. Lewis: I move that the Secretary reply that all lines have agreed to the 10 percent above marked capacity of car.

Seconded and carried.

**The Question of Handling Railroad Mail and Delivery of Notices
Was Again Brought Up by Mr. Arnold.**

Mr. Arnold: I move that the matter of handling railroad mail and delivery of notices by the O. M. & T. Co. and the A. D. T. Co. be reconsidered.

Seconded by Mr. Lewis and carried.

Mr. Arnold: I move that the Secretary be authorized to secure bids based on the roads without the C. H. & D. Railway and report at the next meeting.

Seconded by Mr. Lewis and carried.

Donation to the Fall Festival Association.

Secretary: I have a communication from the Committee appointed by the Fall Festival Association. They propose to offer a prize for the best decorated building in town. The committee has been through this building, and has gotten a subscription from most of the occupants, from \$10.00 to \$50.00, for the purpose of decorating this building. They

propose to have one party decorate it so the entire building will be decorated alike, and they have been to us for a donation. I recommend a donation of \$10.00.

Mr. Arnold: I move that the Superintendent of Car Service make a donation of \$10.00 to be used for the purpose of decorating this building.

Seconded and carried.

Addition of Article III to the Rules of the Cincinnati Car Service Bureau.

The following resolution was offered:

Resolved, That Article III be added to the Cincinnati Car Service Rules to read as follows:

In the future no railroad will be eligible to membership to the Cincinnati Car Service Bureau that operates less than fifty miles of track, 300 cars, and 6 locomotives.

Mr. Arnold: I move the adoption of the resolution.

Seconded and carried.

Resignation of Mr. T. B. Hamilton.

The Secretary read the following letter:

Pennsylvania Lines West of Pittsburg,
Wellsville, Ohio, July 16, 1900.

Mr. O. G. Fetter,

Sec'y Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: I desire to tender my resignation as a member of the Cincinnati Division of the Central Association of Railroad Officers. My recent transfer to the C. & P. Division makes it impossible for me to continue my membership in the Cincinnati Division.

With very many thanks for your kind and courteous treatment in the past, I am, Very sincerely,

(Signed) T. B. HAMILTON.

Engineer M. & W.

Mr. Lewis: I move that his resignation be accepted.
Seconded by Mr. Galloway and carried.

Election of Mr. I. F. Hall to Membership.

The Secretary read the following letter:

Cincinnati, New Orleans & Texas Pacific Railway Co.,
Cincinnati, Ohio, June 21, 1900.

Mr. O. G. Fetter,
Sec'y Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: I shall be glad if you will arrange to have the name of Mr. I. F. Hall, our Superintendent of Car Service, presented at the next meeting of the Association for membership.

Yours truly,
(Signed) W. J. MURPHY,
General Manager.

Mr. Galloway: I move that Mr. Hall be elected.
Seconded by Mr. Riley and carried.

On motion by Mr. Arnold, seconded by Mr. Riley, the meeting adjourned.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, September 3, 1900.

Meeting called to order by President Zion, the following lines being represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
T. H. & I. R. R.	O. E. RAIDY	Trainmaster.
P. C. C. & St. L. Ry...	M. W. MANSFIELD ...	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD ...	Superintendent.
I. U. Ry.....	A. A. ZION	Superintendent.
P. & E. R. R		Not represented.
C. H. & D. Ry.....		Not represented.
C. I. & L. Ry.....		Not represented.
I. D. & W. Ry.		Not represented.
L. E. & W. Ry.		Not represented.

The minutes of the previous meeting stood approved.

Unfinished Business.

The Secretary submitted a number of reports from J. B. Eckman, Secretary of the Local Freight Agents' Association, in regard to several of the roads violating Rule 3, governing

the time of closing freight houses. There were eleven cases reported where freight had been received after the closing hour (5 p. m.), ranging from one to thirteen minutes, or an average of 4.6 minutes each.

The following communication bearing on this subject was submitted:

Cincinnati, Ohio, August 31, 1900.

Mr. A. Zion,

Pres't Indianapolis Division, Central Assn. R.R. Officers,
Indianapolis, Indiana.

Dear Sir: Referring to the rules adopted by the Indianapolis Division, Central Association of Railroad Officers, effective July 1st, 1900, relative to the closing of freight houses, storing of freight, etc.

This is to advise that the C. H. & D. Ry. hereby serves notice that it will withdraw from that agreement, commencing at once.

This action is found necessary by reason of the fact that all other lines, parties to the agreement, are not now complying with these rules.

Yours truly,

A. GALLOWAY,
Superintendent.

After a general discussion, it was the sense of the meeting that in establishing reforms of any character considerable time and patience are required in harmonizing all the details and conflicting interests, and to educate all concerned as to the mutual good to be derived from systematic and concerted action.

It may be of general interest to quote from the Indianapolis papers of recent issue, viz:

"There will be pretty general agreement in the reasonableness and desirability of the action of the railways in fixing an earlier hour for closing freight receipts for the day. The operation of any plan that affects a large number of people always occasions more or less friction in the beginning. But in the

present case we are sure that this will quickly reach a minimum, for the fact that the same movement that fixes a time limit for the reception of freight, works to the advantage of the wholesale houses in relieving their men from late work. At the freight depots, when freight was taken "any old time," the men were kept until far into the night, and naturally the same rule involved work for the employes in the wholesale houses. This tended, directly, too, to lose more time than was gained, and so we are sure that, after a time of trial, the new rule will be accepted here, from the side of general accommodation, as altogether wise. The rule prevails in other cities. All the cities around us—Chicago, St. Louis, Cincinnati, and others—have already adopted the schedule now enforced here. New York City closes freight receipts at 4 o'clock. But if experience should not be on the side of desirability in this particular, necessity would compel an adoption of the custom, because were we to continue late freight receipts, we should be unable to make up our fast freight lines in time for competition with firms shipping from other points. And so it is absolutely in the nature of business demand as well as a humanitarian suggestion. Instead of discriminating against the shippers and business interests, the present rule is for the best interests of the city. It introduces an element of certainty into the business, and means a promptness of delivery that could not be had without it."

A Buffalo paper says, "The crusade for closing local receiving freight houses at 5 p. m. has resulted in much good for draymen, truckmen, billing clerks and other railway employes engaged in freight shipping, receipting and dispatching. In Buffalo a joint agreement was made about six months ago for early closing, and it brought good results for the men."

On account of the good results already noticeable, i. e., truckmen getting through loading earlier, the avoidance of overtime, getting trains out on time—draymen are not held late in the evening, shippers being directly benefited by prompt movement of trains, thereby making early deliveries next

morning and meet competition from other cities—it was the opinion of the members present that the movement should not be abandoned, but continue to carry out at least the spirit of the rule; as it had been made a success in other cities, why not at Indianapolis? It was also decided to make efforts to induce the roads serving notice of withdrawal from the agreement (L. E. & W. and C. H. & D.) to reconsider their action and assist in carrying out the rule.

Relative to enforcement of Rule 2, the matter was referred back to the Local Freight Agents' Association in accordance with action taken at the August meeting. The following, taken from the minutes of the Joint Rate Association meeting held August 20th, gives the result:

"The Secretary stated that the matter of storing freight covered by Rule 2, of the agreement entered into by the various railroads of Indianapolis, taking effect July 1, 1900, as follows:

" 'Rule 2. The Railroad Companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for out-bound shipment freight taking carload rates,'

had been referred to this Association by the Central Association of Railroad Officers, Indianapolis Division, through the Local Freight Agents' Association, and after full discussion, participated in by all present, the following was adopted:

"This Committee is unable to harmonize various conflicting opinions regarding enforcement of Rule 2, Superintendents' Agreement, effective July 1, 1900.

"Adjourned.

"J. B. ECKMAN,

"Secretary.

S. F. GRAY,

Chairman."

On account of the small attendance, no further action was taken on Rule 2.

Communications Received.

A letter was next read from Secretary O. G. Fetter, calling attention to resolution passed at the July (1900) Proceedings, page 421, relative to handling oil tanks when on fire or in a wreck. Also to Mr. Riley's paper on "Tonnage Rating," page 458, same Proceedings.

It was decided to carry these subjects over until the next meeting.

A letter was also read from Secretary Fetter, enclosing a copy of letter from Secretary J. D. Berry of the Columbus Division, relative to maximum excess of loading above marked capacity of cars.

The Secretary explained that this subject had been before the Indianapolis Division at various times during the past four or five years; the last time the subject was up for discussion was at the May (1899) meeting.

The following is copied from the minutes of that meeting and indicates the final action taken by this Division:

"Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity?

"Would it not be to the interest of all concerned to accept the American Railway Association Rules for all lines and permit 10 percent to be loaded?"

Final action was taken as indicated by the following:

"On motion of Mr. Mansfield it was declared to be the sense of this meeting that a uniform rule should be adopted by all railroads permitting the loading of cars to 10 percent beyond the marked capacity."

The Secretary was directed to reply to Mr. Fetter in accordance with the foregoing.

This completing the business, the meeting adjourned.

A. A. ZION,

President.

G. B. STAATS,

Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, September 12, 1900.**

Meeting called to order at 2:45 p. m. by Vice-President English.

The following lines were represented:

C. A. & C. Ry.	MR. H. W. BYERS.
O. & L. K. Ry.	MR. J. S. GILLESPIE.
T. & O. C. Ry.	MR. H. C. FERRIS.
N. & W. Ry.	MR. L. P. LIGON.
B. & O. R. R.	MR. T. J. ENGLISH.
B. & O. S-W. Ry.	MR. W. H. BRIMSON.
C. C. C. & St. L. Ry.	MR. W. RICKERT.

Reading of the minutes of previous meeting dispensed with.

Unfinished Business.

As all Columbus lines were not represented to vote on the matter of change in handling freight notices, etc., the following resolution was offered by Mr. Rickert:

I move that the Secretary be instructed to communicate with

members concerning the A. D. T. Co.'s proposition for messenger service, and get letter ballot as to their views on the question.

Seconded by Mr. Beyers.

After considerable discussion the following amendment was offered by Mr. Ferris, and accepted by Mr. Rickert:

I move that the matter be laid over until we have heard what the Cincinnati Association intends to do, and to get a more definite proposition from the A. D. & T. Co. as to number of deliveries, etc.

Seconded by Mr. Byers. Carried.

Secretary: On account of summer vacations, I have been unable to get the Agents, Cashiers and Yard Masters together to decide on a plan of putting the "Switching Tickets" into operation, but hope to be able to get them together within a week, and will have them submit their plan at the next meeting.

Secretary: I wrote the Counsels of several Railroads, members of this Association, for their opinion as to whether or not we could legally enforce the resolution passed at the May meeting, that all carloads of freight for distribution must be placed on an outside team track for unloading. The questions were put in this form:

At the May meeting of the Association, the following resolution was passed:

"Resolved, That it is the sense of this Association that all carloads of freight received at this station for distribution by any consignee must be placed on an outside team track for unloading, except such cars containing full carloads of freight to be distributed to points on the line receiving the car may be placed on the house or platform track."

**The Rule in the Official Classification for the Distribution of
Property Reads as Follows :**

"Receiving Agents will not receive and consign shipments of property consisting of several consignments to delivering agents for distribution among several consignees; nor will agents at destination distribute such shipments of property among two or more consignees.

"Agents at destination will send notice of arrival to one party only, and make but one expense bill for charges on the entire consignment.

"When a consignee of a shipment of property requests delivery to more than one party, such delivery will be made, provided the consignee accepts notice of arrival, pays charges on, and receipts for the entire shipment before any part of such consignment is delivered.

"When shipments of property are consigned to shipper's order, charges prepaid, and separate deliveries thereof are requested to be made to two or more parties, it is permissible to make such separate deliveries, provided the entire shipment is receipted for by one party before any part of such consignment is delivered.

"In case the consignee declines to accept, pay charges on, and receipt for the entire shipment, and requests delivery to more than one party, he will be required to surrender the original bill of lading, or shipping receipt, before any part of such consignment is delivered, and after the bill of lading or shipping receipt is surrendered, agents will be required to make a separate expense bill against each party to whom any part of the property is requested to be delivered, charging as freight on each lot so delivered the proper rates applicable on same, as separate shipments, in effect on date of billing (see Rule 15-B and C), waybills to be corrected accordingly."

(Note: The foregoing rules will apply on "to order" as well as on all other shipments of freight.)

Questions:

1st. Can the resolution passed in May be legally enforced while the provisions of the Official Classification remain as quoted above?

2d. If a carload of freight taking carload rate consists of freight partly to be delivered at Columbus, and partly to be forwarded from Columbus to stations along the line of the road on which the car was brought into Columbus, can the consignor or consignee legally compel the Railroad Company to accept the consignments to be forwarded from Columbus by leaving the same in the car in which they originally arrived, and compel the Railroad Company to switch the car to the freight house platform without further compensation; or can the Railroad Company insist upon such consignments being delivered on its freight platform where the same will be checked, and bill of lading issued in accordance with the practice followed on all shipments in less than carload lots?

The following replies were received:

Baltimore & Ohio Railroad Company.

(Law Department.)

Columbus, Ohio, July 31, 1900.

Mr. T. J. English,

Superintendent, Newark, Ohio.

Dear Sir: Attached papers, and reply thereto, I answer the first question in the affirmative. As to the second question, I do not believe that the consignor or consignee can legally compel the Railroad Company to accept consignments to be forwarded from Columbus, by leaving the same in the car in which they originally arrived, but that the Railroad Company may switch the car to the freight house platform and rebill the goods, charging the proper amount therefor. Yours truly,

(Signed) J. H. COLLINS,

Counsel.

Law Department
of
The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.
(Third District)

Columbus, Ohio, September 12, 1900.

Mr. W. C. Loree,
Superintendent, Columbus, Ohio.

Dear Sir: In answer to the questions attached to the copy of resolutions passed at the May meeting of the Central Association Officers, in regard to the rule in the Official Classification for the distribution of property, sent to us with your favor of July 27th, we report as follows:

In our judgment the answer to the first question is "Yes." As to the second question, assuming that the receiving agent of the company at the point of shipment observed the rule requiring the shipment to be made to but one consignee, and did not stipulate that the property should be distributed to more than one party, then the consignee may be compelled to provide for the expense of handling the property at the receiving point. This opinion is given under the assumption that no collateral contract has been made by the soliciting agent of the company at the point of shipment. We return papers herewith.

Yours very truly,

(Signed) WATSON, BURR & LIVESAY,
Solicitors.

The Hocking Valley Railway Co.

Columbus, Ohio, August 9, 1900.

Subject: Delivery of carloads of freight.

Mr. J. D. Berry,
Secretary Central Assn. R. R. Officers,
City.

Dear Sir: I beg to own receipt of your 24th ult. favor on the subject of delivery of carloads of freight belonging to two or more consignees, and to be distributed at the same or differ-

ent places on the same line where car was received for first delivery, and to suggest: That your Association go into a joint conference with the Traffic Departments and, if found necessary, the Transportation Departments too, of the various Railway Companies, out of which evolve and formulate a rule conformable to the official classification, if practicable, if thought necessary, submit to the Legal Department for an expression as to its legality.

You will observe that should your conclusions differ from it, the official classification should be changed so that it will conform to the named order or rule.

Yours very truly,

(Signed) C. O. HUNTER.

Mr. Ferris: I move that the matter be stated plainly in the call for next meeting, so that everybody will know just what the question is, and come prepared to discuss and vote upon it.

Seconded by Mr. Rickert. Carried.

Reading of Correspondence.

Cincinnati, Ohio, August 9, 1900.

To All Secretaries,

Central Association.

Gentlemen: Please see July Proceedings, 1900, page 421, Resolution relative to handling oil tanks when same are on fire or in wreck.

Also page 458, relative to Mr. Riley's paper on Tonnage Rating, wherein it is moved and carried, "That each Division be requested to make this paper subject for discussion at its September meeting."

Please call the attention of your members to both subjects, especially the latter, in time to be considered at your regular meeting in September. Yours very truly,

(Signed) O. G. FETTER,

Secretary.

Mr. Brimson: I move that a Committee of three be appointed to look into the matter of handling oil tanks, and report at the next meeting, the Committee of three to consist of Mr. English, Mr. Ferris and Mr. Gillespie. I ask the privilege of naming the Committee because the gentlemen named are located in an oil country, and have had more or less experience in matters of this kind.

Seconded by Mr. Rickert. Carried.

The discussion of Mr. Riley's paper was laid over until next meeting.

New Business.

Columbus Division's proportion of the expenses of the Central Association, \$54.12, was ordered paid, on motion of Mr. Ferris, seconded by Mr. Rickert.

On motion duly seconded, meeting adjourned at 4:40 p. m.

T. J. ENGLISH,
Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, O., September 20, 1900.

Mr. O. G. Fetter,
Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting held in September on account of
lack of quorum.

Yours truly,

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Ill., September 18, 1900.

Mr. O. G. Fetter,
Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: Indications pointed to no quorum, hence our
meeting called for the 11th inst. was afterwards declared off.

Yours truly,
A. J. ELLIOTT,
Secretary.

[illegible]

^a If both L₁ & V₁X₁ are not represented.

T. H. & I. R. R.MR. O. E. RAIDY.....Trainmaster.
Wabash R. R.....Not represented.
Wiggins Ferry Co. ...Not represented.
National Stock Yards .MR. F. A. ROBY.....Supt. Term.
Inters. Car Trans. Co. .MR. JNO. J. BAULCHTraffic Mgr.

Vice-President Dunlop: The minutes of the August meeting have been printed and sent to the members. Copies are here on the table, and I dare say have been seen by all the members. If no objections, they will stand approved as printed.

Under the head of unfinished business we have report due from the committee appointed to revise list of agreements in force by this Division. As I am the only member of that committee present, will say that we have been particularly unfortunate in getting together, and have accomplished nothing in the way of a revision. I would hence like to have the matter laid over until the next meeting in order to give us an opportunity to fully consider the matter.

Mr. Fritch: I move the Committee be given until next meeting to make its report.

Mr. Raidy: I second the motion.

Vice-President: It is moved and seconded that the committee be given until next meeting to present revised list of agreements, and it is so ordered.

President Perkins intended to appoint a committee on the matter of responsibility for chains on double loads; but I think it would be well to discuss the matter at this meeting. I would like to hear opinions of the members present as to the responsibility for chains when used in tying two cars together, when cars are delivered to connecting lines. The Joint Car Inspection Association think the local agent should look after chains in such instances. What is your opinion, Mr. Fritch?

Mr. Fritch: It seems to me the Inspector should make record, and agent should get receipt from the receiving line, and receiving line should be charged for it if chain is not returned.

Mr. Baulch: The general rule has been to bill the chains the same as freight on car, and make receiving agent responsible, and when car returns, if no chain with it, bill for the amount due for such chain same as is done on government locks on bonded cars. One of the drawbacks in St. Louis is that some of our switching lines do not accept any charges at all, and it makes the transfer company responsible for the chains. I do not know just what arrangements should be made, but it would seem to me that the chains are part of the equipment, and should be returned with the car when returned empty, or a charge rendered, but in delivering from one road to another, we will say from B. & O. to Mo. Pac., the latter will not accept any charges, and the transfer company is held responsible for five dollars worth of chain.

Mr. Fritch: Suppose it is a case where car is going home?

Mr. Baulch: From some point beyond St. Louis, the Mo. Pac. will have received \$5.00 on the chain. Cars from the B. & O. to Mo. Pac., your agent will bill us for \$5.00 for the chain on the loads, but when we deliver to Mo. Pac., they will not accept any charges.

Mr. Fritch: Suppose the chains are lost?

Vice-President: We invariably have to make good any loss by reason of the chains not being returned. We have to send our men to the various yards after the chains.

Mr. Fritch: How do you identify them?

Vice-President: There are no means of identification; if chain is lost, we substitute another.

Mr. Baulch: Anything goes for a chain.

Vice-President: In connection with this chain proposition, I will say that it was Mr. Perkins' intention to appoint a committee to report as to the responsibility so far as general practice goes, and the best means of securing chains used for the purpose mentioned. I am unable to say whether that committee was appointed or not; we will, however, lay the matter over until next meeting.

Mr. Roederer: Representing the Local Freight Agents As-

sociation, I would suggest that when the committee is appointed, I would like that our Association get permission to appear before them, and give them our views on the matter.

Vice-President: I will recommend that to the President so that he can bear it in mind.

Mr. Roederer: The matter has not been up in our Association, I believe.

Mr. Baulch: I move the matter as it stands be referred to the Local Freight Agents' Association for their recommendations. It seems to be a matter in which they are directly interested, and their recommendations would be very valuable.

Mr. Fritch: I second the motion.

Vice-President: It is moved and seconded that the matter of responsibility for chains on double loads be referred to the Local Freight Agents' Association for their recommendations in the matter; those in favor, please say aye. It is carried.

Vice-President: The next matter to come before the meeting is that of including rough lumber in list on non-transferable freight. It was brought up by the Vandalia Line, and at the time was opposed by the Mo. Pac., and I am glad to know that both lines are represented at this meeting. I would like to have Mr. Raidy state his reasons for including rough lumber in the list.

Mr. Raidy: That can be stated in a very few words. Everybody who has transferred lumber knows that it is one of the most expensive things to transfer, and, of course, we would like to get rid of it. The Mo. Pac., I believe, is now the only line opposing our position, and I am inclined to think, if they would further consider the matter, they would fall in line. It is to do away with the transfer; that is the object of the Vandalia in asking to have it included. Any request that is made on us to not let car go through will be acceded to without question.

Mr. Mueller: The position of the Mo. Pac. was clearly stated at the March meeting, and I can not understand why the Vandalia line should offer any objections to transfer of rough lumber. At the meeting named there was no dissenting voice

others taking the same position

appears the M. & O. also objected to

have agreed to vote with us. The M.

ac. are the only two roads we really care

would let cars go through, we would be all

& O. have agreed, leaving only the Mo. Pac.

As I have stated, any request to transfer we

nize.

President: Supposing the Mo. Pac. would ask you to

every car of rough lumber they delivered you?

Raidy: Then there would be no use including it on

Vice-President: I think it would be advisable to lay this matter over until the next meeting; possibly Mr. Raidy will change his mind by that time.

Mr. Raidy: No, sir; we shall continue to ask. It would be quite an accommodation to us, and save considerable expense.

Vice-President: The next matter of business is in reference to Secretary Fetter's letter in the August Proceedings relative to handling of oil tanks when same are on fire or in wreck. I presume you have all read the letter. It appears that on the 4th of July, an oil tank leaking and on fire, caused the death of several people by explosion, and the question is to devise some means of handling tanks under the same conditions. It would seem to me the surrounding conditions would govern entirely. If, as in this instance, the oil tank was on fire in proximity of round house, and dangerous to move, it would be quite difficult to make a rule to govern the handling. If, on the other hand, the tank was in a yard, it might be best to throw it on some empty track and let it burn. I would like to hear from the members on the matter.

If there is no discussion, I would say that President C. E. Carson suggested that a committee be appointed to investigate this important matter and report at some future meeting, I be-

lieve the suggestion a good one, and will appoint as such committee Messrs. Fritch, Fitzgerald and Duane to report at next meeting.

We have another subject for discussion that is a very complicated one, the subject of Mr. Riley's paper on tonnage rating of engines. Speaking for the Terminal R. R. Assn., I would say we have little or no experience in this direction, and I have never thought that the method would be applicable to our service on account of ours being purely a switching institution, although I believe it a matter of great importance to roads where long hauls are made. Mr. Fritch, I believe, uses the tonnage system on his road, and we would like to hear from him.

Mr. Fritch: We have had the tonnage rating system in effect for the last three years. Up to July, 1898, we had the unit system in effect, but we found that too difficult for yardmen to estimate, so we went into the tonnage rating system. I think this a question so broad and deep, that no casual discussion will lead to any satisfactory result; furthermore, so many tonnage systems are in effect that what applies to one road can not be compared with that used on another road, because conditions are not alike. In my opinion there is only one method that should be used, and that is the system proposed by Mr. Quereau, of the Denver & Rio Grand. He bases his rating on what he calls the maximum efficiency of the locomotive on straight and level track. Then he takes the reductions due to different causes, such as curve resistance, train friction, etc., and makes his deductions; he also takes into consideration light business. He finally gets results which can be compared with any other road. He will call the maximum efficiency one hundred percent, and over a given district he will charge a certain percent to ruling grade; so many percent account light business, and thus takes into consideration every item so that you can arrive exactly at the situation.

Another system used is the efficiency or capacity of locomotive to haul a train over a maximum grade, and then compare all other divisions with that rating; for instance, our compound

engines will haul 1,750 tons up a 26-foot grade. On Divisions where we have only 26-foot grade, that is our rating, and everything is compared with that, but there is great diversity of opinion on the tonnage rating question, and I do not think a discussion casually will have any beneficial results. I think it is a question for the American Railway Association to take up. They take up other questions of much less importance, and it seems to me they would do more to increase the efficiency of railroads by going into the matter than any other single question now before us.

The M. K. & T. have an excellent system that is something like that of Mr. Quereau's, only they do not take into consideration the maximum efficiency of engines on straight track. They have each engine rated; they give each engine a percentage rating, but my objection to their system is that some of their engines are rated over one hundred percent. It seems to me the heaviest engines should be one hundred percent, and the lighter engines lower.

The Southern Pacific have gone into this question pretty thoroughly. They appointed a committee on tonnage rating, and have given it a very thorough and scientific investigation, taking into consideration every detail of train resistance, and I will say, for the information of the members present, that the Engineers of Maintenance of Way Association has decided to publish the Southern Pacific scheme of rating, and as I am Secretary of that Association, I shall be very glad to mail a copy of our publication to each member.

I have thought that each one of the Divisions should appoint a committee on this matter, and find out what the different practices are, and make a recommendation; this recommendation to be finally submitted to the American Railway Association for them to handle. Since our road has adopted the tonnage rating system, we have largely increased our handling, and we are very strict to see that every train is given maximum tonnage. We require yardmasters to give it personal attention; the matter is handled under the jurisdiction of the trainmaster, and

the chief dispatcher watches the matter. There is one deficiency in our system; we don't take into consideration the resistance due to long trains. We have a system by which we estimate tonnage of light cars at fifteen tons, but when you have long trains of sixty cars, or, perhaps, forty cars, you may have your rating in tons, but the increased friction due to long trains will give you more than the tonnage, and you have to be governed thereby.

I think Mr. Riley's paper is one of the best papers up to date, but he don't cover all details. In my opinion, Mr. Quereau's system is the best one, and the Southern Pacific has gone into detail more than any other road. I think the thought of the railroad men of this country should be concentrated on this question.

Vice-President: Mr. Raidy, do you use the tonnage rating system on your line?

Mr. Raidy: Yes, sir. I do not know that I can add anything new to the question, however. We make an allowance when we have over twenty empties in a train of three tons per car. In fixing the efficiency of the engine, we take it at what it can stop and start with on a 26-foot grade, and tonnage is based on that test. Our engines in through freight service are all of same size, 20" x 26", and handle 1,200 tons, but we can handle that train up a one percent grade; 12,000 tons make about 30 loads.

Vice-President: If no further discussion on this matter, I believe it would be well to carry it over until next meeting, when possibly there may be other members present who would like to join the discussion.

The Secretary will read such correspondence as he has.

Secretary reads:

Local Freight Agents' Association of St. Louis.

St. Louis, Mo., September 13, 1900.

Mr. F. E. Anderson,
Secretary C. A. of R. R. O.,
City.

Dear Sir: In accordance with instructions received at our last meeting, I beg to submit to you for presentation to your Association, the following resolution, passed by this Association on September 3d:

"It is the sense of this Association that all unusual loads which require adjusting before the cars are in a fit condition for transportation should be straightened by the delivering line."

Yours truly, H. E. WATKINS,
Secretary.

Central Association of Railroad Officers.

Cincinnati, O., September 1, 1900.

To All Secretaries, C. A. of R. R. O.

Dear Sir: Please note attached copy of letter from the Columbus Division, relative to maximum excess of load above marked capacity of car.

Kindly present this matter to your Division at the next meeting, and oblige.

Yours very truly,
O. G. FETTER,
Secretary.

Central Association of Railroad Officers.

Columbus, O., August 31, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, O.

Dear Sir: "That the Secretary take up with the Secretary of the Central Association, the question of securing from the various railroads within the Central Association, a list of the excess load that such roads will accept on cars of various capacities over and above the marked capacity of the car, with a view

to consolidating that information, and preparing a blank to be printed for distribution among the roads in interest."

Will you kindly ask the Secretaries of the various Divisions for this information, and have same compiled so that the information may be properly distributed?

Yours truly,

(Signed) J. D. BERRY,
Secretary.

Vice-President: You have heard the correspondence received by the Secretary. The letter from the Local Freight Agents' Association, relative to the adjusting of unusual loads on cars that are not in fit condition to be started out, to be straightened by the delivering line. That is a matter that will bear considerable discussion, and I would like to hear opinions from members on the subject.

Mr. Roederer: I will say that the matter was referred to this Association because the Local Freight Agents' Association could come to no agreement, there being difference of opinion as to who should straighten the loads; some of the roads taking the position that delivering line should do so, and others that receiving line should do this.

Mr. Baulch: It has always been a source of more or less wonder to me why such cars should be passed by the Inspector. Take such a car, for instance, and if running gear is all right, it is passed by the Inspector. Account load shifted, car is refused by line on this side of the river. Who is going to stand the expense of straightening it? It seems to me the same inspection on east side should apply on the west side. It has been a question that the transfer lines have been up against for years, and ends in the transfer lines nearly always having to bear the expense of adjusting the load and let it go. I have given the matter considerable thought, and I think the inspection should protect the transfer lines. I think well of the sense of the Local Freight Agents' Association that the straightening out should be done by the delivering lines.

Vice-President: I am of the opinion that a committee should be appointed to look into the matter thoroughly, and let us have their opinion at the next meeting, and will appoint on that committee Messrs. Baulch, Fitzgerald and Fritch.

Are there any remarks on the next question? Mr. Fetter's letter to relative maximum excess marking.

Mr. Roby: I think it would be a good idea to appoint a committee to investigate the matter.

Mr. Fritch: I will make a motion that the Secretary write to each road, asking what their practice is, and submit it to the general Association.

Mr. Raidy: I second the motion. Carried.

Mr. Fritch: I would like to ask for information as to what extent the question of non-transferable commodities is being lived up—in other words, are the agreements enumerated in the list as non-transferable, being lived up to by lines on both sides of the river?

Vice-President: The vote was not unanimous, the Vandalia line dissenting only in so far as rough lumber is concerned, and so far as I know, the list is being adhered to.

Mr. Fritch: The B. & O. did not vote.

Mr. Raidy: The Vandalia assented to abide by it if all other lines did.

Mr. Fritch: The reason we did not vote on the question was that unless it was uniform and binding on all roads, we did not think it would amount to anything.

Vice-President: The list seems to be satisfactory to all lines except the Vandalia line, and I am of the opinion it is being lived up to by all the lines; the matter will come up again at the next meeting.

Nothing further appearing, meeting adjourned.

EDW. DUNLOP,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Condes House, Kansas City, Mo., September 12, 1900.

The meeting was called to order by President Rider at 2:30 p. m.

The representation was as follows:

A. T. & S. F. Ry.....	MR. H. W. SHARP	Supt. Ter.
C. & A. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
C. R. I. & P. Ry.....	MR. C. W. JONES.....	Supt.
“	MR. J. R. BLAIR.....	Supt. Ter.
K. C. & N. C. R. R. ..	(Not represented.)	
K. C. Belt Ry.....	MR. D. W. RIDER	Supt.
K. C. F. S. & M. R. R. .	MR. H. S. MITCHELL ..	Supt.
“ “	MR. R. V. MILLER.....	Trainmaster.
“ “	MR. E. F. EDGECOMB..	Agent.
K. C. N. W. R. R.	MR. R. P. ISITT.....	Agent.
K. C. South. Ry	(Not represented.)	
K. C. St. J. & C. B. R. R. .	MR. E. G. FISH	Supt. Term.
K. C. Sub. Belt R. R. .	(Not represented.)	
M. K. & T. Ry	MR. L. W. WELCH.....	Supt.

Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
St. L. & S. F. R. R...(Not represented.)
Union Pacific R. R...(Not represented.)
Wabash R. R.MR. JAS. LAUGHLIN....Trainmaster.
".....MR. U. B. DARNALL....Agent.
Union Depot Co.....(Not represented.)

Visitor: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: The minutes of the last meeting having been published and sent out, if no objection, will stand approved as printed.

Unfinished Business.

Grain Door Question.

Mr. Carson: As Chairman of the Grain Door Committee, I will say that at the last meeting the Secretary was instructed to get a letter ballot on the substitute arrangement offered by the Committee. I understand that he has received replies from only seven lines, five in favor of the substitute and two against. One of the lines voting in the negative states that it will supply its own grain doors, and the other is in favor of the arrangement as to grain doors in cars going through, but is opposed to the other two propositions. Not having received a full vote of the Association, the Committee was unable to do anything further.

President: If no objection the matter will go over until the next meeting. I would suggest that the Secretary write to those lines which have not replied on the letter ballot, and request their vote.

Correspondence.

Maximum Load of Cars.

Letter was read from the Secretary of the Columbus Division relative to compiling list of the "maximum load" rules of the lines in the Central Association.

Mr. Carson: It is my understanding that this information has already been compiled by the American Railway Association and can be found in the proceedings of the Association.

The Secretary was instructed to advise the General Secretary to this effect, stating that the general rule among lines in the Kansas City Division is 10 percent in excess of marked capacity.

Subjects for Discussion.

Letter was read from Secretary Fetter suggesting the discussion of the subjects, "Handling Oil Tanks when Some are on Fire or in Wreck," and "Tonnage Rating," at the September meeting.

Mr. Mitchell: I would like to see the discussion of those questions put over until the October meeting, when we will probably have a larger attendance.

President: If no objection the discussion of these two subjects will be made a special order of business for the October meeting.

New Business.

Time for Accepting Orders for Stock Shipments.

Mr. Carson: The question of "catch" orders at the stock yards is one that is causing a good many of the lines considerable trouble. While the closing hour for receiving orders is, nominally, 3 o'clock, the practice has been to place what are called "catch" orders before that hour, which are not com-

pleted by furnishing blocks and pens until some time afterward; the result is the stock is delayed in loading. The practice has grown until now we can hardly get our trains out by 7:30 or 8 o'clock. I have had this matter up with several of our competitors, and they say they would be very glad to have the practice discontinued and the original rule that was established some years ago strictly adhered to.

Mr. Laughlin: We are in favor of adopting some measure that will do away with the "catch order" business and enable our stock agent to get stock trains out on time.

Mr. Jones: We have been trying to live up to the original resolution and would be heartily glad if our competitors would join us in enforcing that rule.

Mr. Carson: I will offer a resolution, "That this Association defines Rule 5 to mean that no orders for stock shipments shall be accepted after 3 o'clock p. m., and that all 'catch' or 'hold' orders not completed by that hour will be void."

This to go in effect September 20, 1900.

Seconded by Mr. Fish and carried.

There being no further business the meeting adjourned.

Date of next regular meeting October 10th.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

Louisville, Ky., September 10, 1900.

Mr. O. G. Fetter,

Secy. Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting of the Louisville Division, account
no quorum.

Yours truly,

J. LOOMIS,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

OCTOBER.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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B. W. TAYLOR.....1st Vice-Prest.
T. F. WHITTELEY....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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B. W. TAYLOR. J. B. FLANDERS. T. F. WHITTELEY.
M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

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D. S. SUTHERLAND.....	"	Toledo "
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D. W. RIDER.....	"	Kansas City "
M. L. AKERS.....	"	Louisville "
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C. A. PAQUETTE.....	"	Indianapolis "
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O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held in Room 71, Carew Building, Cincinnati, Ohio, Tuesday, October 9, 1900.

The meeting was called to order at 11:15 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
“	....MR. C. C. RILEY.....	Supt. C. S.
“	....MR. G. W. PLUMLEY.....	T. M.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER	D. M. M.
C. & O. Ry.....	MR. G. W. HEPBURN	A. M. M.
C. N. O. & T. P. Ry...	MR. I. F. HALL.....	Supt. C. S.
L. & N. R. R.....	MR. WM. ADAIR.....	D. M. M.

President: As the minutes of the last meeting have been printed, if there are no objections, they will stand approved.

Handling of Local Railroad Mail, and Delivery of Notices.

The Secretary read the following letter:

Cincinnati, Ohio, September 14, 1900.
American District Telegraph Co.,
Cincinnati, Ohio.

Gentlemen: At the meeting of the Central Association of Railroad Officers, Cincinnati Division, held September 11, the subject of Handling Local Railroad Mail and Delivery of Notices was considered, and I was directed to obtain your bid for the same service, leaving out the service of the C. H. & D. Ry. Co.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Secretary: I will say, Mr. President, that I sent this letter to both of the messenger service people, and I have not received reply from either one of them.

President: If there are no objections, the subject will be carried over to the next meeting.

Furnishing Help for Loading and Unloading, and Warehouse Facilities for Freight Taking Carload Rates.

Secretary: I was instructed at the last meeting to take this subject up with different points to see what has been done. I have the following replies:

Central Association of Railroad Officers.

Indianapolis, Ind., October 3, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: Replying to your letter of September 14, relative to furnishing help for loading and unloading, also warehouse facilities for freight taking carload rates, your letter

was submitted at the regular meeting of this Division, held Monday, October 1.

It was assumed that the questions referred to applied to Rules 2 and 4, which the Indianapolis roads agreed to place in operation July 1, 1900.

I was directed to reply and state that these rules were not now being observed by the Indianapolis lines.

Yours truly,

(Signed) G. B. STAATS,
Secretary.

Central Association of Railroad Officers.

Columbus, Ohio, September 17, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: Replying to your favor of the 14th inst., relative to the matter of furnishing help for loading and unloading, and warehouse facilities for freight taking carload rate. I beg to advise that the agreement entered into on December 1, 1899 is being strictly enforced.

Yours truly,

(Signed) J. D. BERRY,
Secretary.

Toledo Car Service Association.

Toledo, Ohio, September 15, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: Replying to yours of the 14, would advise that the roads in Toledo are faithfully carrying out their agreement on the questions of furnishing help for loading and unloading, and warehouse facilities for freight taking carload rates.

Yours very truly,

(Signed) WM. GROGAN,
Manager.

Secretary: On September 14 I wrote the following letter to Mr. Loomis, of the Louisville Division:

Central Association of Railroad Officers.

Cincinnati, Ohio, September 14, 1900.

Mr. J. C. Loomis,

Secretary Central Association of Railroad Officers,
Louisville Division, Louisville, Ky.

Dear Sir: See August Proceedings, page 578, relative to furnishing help for loading and unloading, and warehouse facilities for freight taking carload rates. I was directed by our Division to ascertain the legal status of the question at Louisville, as we note that suit was brought against one of the members of your Division in the matter.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Secretary: This letter was returned with notation on the bottom, saying, "Not come to trial as yet." This shows that they have it in court.

President: I would suggest that as Mr. Lewis, who brought the question up, is not present, that the subject be passed, at least for the present; he may come in before the meeting is over, if not, pass it until the next meeting.

Handling of Oil Tanks When Same are on Fire or in Wrecks, as per Action Taken at the Annual Meeting.

Mr. Lawler: I would respectfully ask for further time. We have the subject under consideration now, possibly by the time of the next meeting, well, I do not think that we will be prepared to make report before the December meeting. I think that it will take next month for the papers to get around among the members of the committee, and we will then have to have a meeting of the committee in order to formulate a report.

Request for further time granted.

Discussion of Mr. C. C. Riley's Paper on Tonnage Rating of Engines.

Secretary: This question is brought up by a resolution offered by Mr. Whittelsey at the Central Association that the local Divisions take this paper up and discuss it.

President: I hope some of the members present are ready to discuss the paper, as Mr. Riley is present and prepared to answer criticisms.

Mr. Lawler: I have read part of Mr. Riley's paper submitted to the General Association at Louisville, yet I have not read it sufficiently to enter into a discussion. I think that this Association should set apart a day to discuss this paper, and each member of the Association be notified that this subject will come up for discussion. I think that is about the only way that we can dispose of it. The weight of the paper and the importance of the subject require that we have a full attendance. The paper was carefully prepared, and one of the most able papers presented to the Association. I would like to see the full membership present when the discussion is had.

Secretary: We generally have a large attendance at the November meeting, and I think that if the matter go over until the November meeting, and each member be particularly notified that it will be up for discussion, I believe that we will get the desired result.

President: Unless there are objections, the subject will be passed until the November meeting, with the understanding that the Secretary notify each member that the paper will be up for discussion, and ask that they be present and ready to discuss it.

**Application of Superintendents' Association of Houston, Texas, to
Division Membership to the Central Association of
Railroad Officers.**

The Secretary read the following letter:

Central Association of Railroad Officers.
Cincinnati, Ohio, October 1, 1900.

To All Secretaries,

Central Association of Railroad Officers.

Gentlemen: Application has been made by the Superintendents' Association of Houston, Texas, for admission as Division Member to the Central Association of Railroad Officers. In accordance with Article V of "Rules of Order," the application has been submitted to the Executive Committee, who has reported favorably upon the application. Will you, therefore, in accordance with Article V submit the application to your Division for vote, if possible at your October meeting?

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

President: What is your pleasure in regard to this matter?

Mr. Riley: I move that the Superintendents' Association of Houston, Texas, be elected a Division Member of the Central Association of Railroad Officers.

Seconded by Mr. Lawler and carried.

Placing of Posters on Cars.

The Secretary read the following letter:

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, October 4, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers.

Cincinnati, Ohio.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held October 3, the following resolution was adopted:

"Resolved, That it is respectfully recommended to the Central Association of Railroad Officers that stringent instructions be issued, that no advertising matter be allowed upon the outside of freight cars by shippers, calling their attention to the following resolution of the American Railway Association, adopted October 17, 1895, namely:

"Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting or otherwise placing advertisements or placards of any kind upon freight cars."

Yours very truly,

(Signed) O. G. FETTER,

Secretary.

President: What do you wish done with the subject, gentlemen?

Mr. Riley: Mr. President, I took that same question up on my own responsibility about three or four weeks ago. It was brought about by the Cincinnati Northern R. R. making complaint that the Fleischmann Distillery Co. had pasted posters on one of their cars that completely obliterated the number, pasting posters on both sides of the car. I knew about this American Railway Association rule, and I wrote to all of our

connections and asked them what was their practice in regard to enforcing that rule, and in only one case was there any instructions issued to agents, prohibiting the placing of posters on box cars, and that one prohibited the pasting of posters, but permitted the tacking of them on the cars so that they could be removed when reaching destination. All the roads answered that they tried to keep the practice down as much as possible, but that at competitive points they could not do it. For my part, I would like to see the practice prohibited, as it defaces the car, and very often obliterates the number and initials so that it makes it difficult to get a correct record of the car.

I move that the attention of the different Divisions be called to the resolution adopted by the American Railway Association, October 17, 1895, and ask that the matter be taken up by the different Divisions for the enforcement of the above rule at the earliest possible moment.

Seconded by Mr. Lawler and carried.

Furnishing the United States Industrial Commission Certain Information Relative to Relations Between Employers and Employees.

The Secretary read a letter and circular from the United States Industrial Commission relative to establishment of harmonious relations between employers and employees, asking for general information on the method of dealing with labor.

President: I would suggest that the Commission be requested to communicate with the general officers of the railroads, as the Association is not an employer of labor.

**B. & O. S-W. R. R. vs. C. N. O. & T. P. Ry. for Repairs to Heater
Pipes in C. H. & D. Coaches.**

The Secretary read the following communication:

Central Association of Railroad Officers.

Cincinnati, Ohio, October 9, 1900.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers,
City.

Dear Sir: At a meeting of the Standing Committee of Car Inspection, held this a. m., the following resolution was adopted, relative to controversy between the B. & O. S-W. Ry. and the C. N. O. & T. P. Ry. in regard to bill for repairs to heater pipes in C. H. & D. coaches:

"Resolved, That all papers be referred back to the Central Association of Railroad Officers, with recommendation that they are to be returned to Mr. McCuen for such action he may deem necessary."

Yours very truly,

(Signed) O. G. FETTER,

Secretary.

Mr. Riley: I move that the papers be referred back to Mr. McCuen.

Seconded and carried.

On motion, duly seconded, the meeting adjourned at 11:35 a. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, was held at the Indianapolis Union Station, Monday, October 1, 1900.

Meeting called to order by President A. A. Zion.

The following roads were represented:

L. E. & W. Ry.	H. F. BICKELL	Asst. Gen. Supt.
“	M. P. DENISTON.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
P. & E. Ry.....	G. W. BENDER.....	Supt. Terminals.
I. U. Ry.....	A. A. ZION	Superintendent.
C. I. & L. Ry.....	A. J. O'REILLY.....	General Agent.
P. C. C. & St. L. Ry...	M. W. MANSFIELD ...	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD ...	Superintendent.
T. H. & I. R. R.		Not represented.
C. H. & D. Ry.....		Not represented.
I. D. & W. Ry.		Not represented.

VISITOR: Mr. W. C. Loree, Superintendent Indianapolis Division P. C. C. & St. L. Ry.

The minutes of the previous meeting were approved.

Unfinished Business.

Uniform Time for Closing Freight Houses.

The question of enforcing Rule No. 3 as adopted by this Division, and made effective July 1, 1900, and which reads as follows:

“No freight will be received at the various freight houses after 5 p. m. ; on Saturdays, freight will not be received after 4 p. m.,”

was again taken up and discussed at the regular meeting held Monday, October 1.

It was the sense of the meeting that during the short time this rule was operative, the results were so highly satisfactory to both railroads and shippers, it was decided, on motion, to make a special effort to again place this rule in effect.

The Secretary was therefore directed to submit the matter for letter ballot, with the understanding that if the vote should be unanimously in the affirmative, the Secretary should arrange, through Mr. J. B. Eckman and the Superintendent of each road for the rule to take effect five days after the vote is made unanimous.

It was also the sense of the meeting that Rule 3 should be interpreted to mean that freight which had arrived on the railroad company property, or in line ready for delivery *before* the hours named, should be received; all freight arriving on railroad company property, or not in line ready for delivery *after* the hours named, should be rejected. (See September minutes bearing on this matter, page 606.)

Best Method for Handling Loaded Oil Tanks When on Fire.

(See page 421, July, 1900, minutes.)

On motion, Messrs. H. F. Bickell and M. P. Deniston were appointed a committee of two to submit a report on this subject at the November meeting.

Ton Rating.

(See page 458, July, 1900, minutes.)

It was the general expression of members present that this subject had been pretty well covered at former meetings, that each road now had this system in a more or less modified form in effect, and there seemed to be no desire or inclination to further discuss the subject at present.

Communications Received.

Toledo, Ohio, September 21, 1900.

Mr. G. B. Staats,
Secretary Central Association R. R. Officers,
Indianapolis, Ind.

Dear Sir: Will you please advise if you have any rule or recommended practice in your Division on the question of cleaning stock cars, that is, should they be cleaned at the unloading point, and returned clean to the delivering road?

If you have no rule in your Division, can you advise what is the practice of roads in your territory?

Yours respectfully, WM. GROGAN,
Secretary.

The following is copy of reply made to the foregoing communication:

Indianapolis, Ind., September 25, 1900.

Mr. Wm. Grogan,
Secretary.

Dear Sir: Replying to your favor of September 21, in regard to practice of cleaning stock cars at Indianapolis the receiving road does not require the delivering road to clean the cars.

It is the practice, however, for the stockyards in this city to clean and disinfect all cars before loading with export shipments.

Yours truly,

G. B. STAATS,
Secretary.

Cincinnati, Ohio, September 14, 1900.

Mr. G. B. Staats,

Secretary Central Association of R. R. Officers,
Indianapolis Division, Indianapolis, Indiana.

Dear Sir: In the matter of furnishing help for loading and unloading, and warehouse facilities for freight taking carload rates, I am directed by this Division to ascertain if the lines, members of your Division, are carrying out their agreement as agreed to.

Yours very truly,

O. G. FETTER,
Secretary.

It was assumed that the foregoing related to Rules 2 and 4 as promulgated July 1, 1900.

The Secretary was directed to reply, stating that these rules were not now being observed by the Indianapolis lines.

New Subjects.

Manner of Handling Trains in Indianapolis Union Station.

The question as to the best method for handling trains on the Union Station tracks was submitted. Attention was called to two distinct methods or principles which could be used, viz.:

First. First come, first served.

Second. A train arriving late shall lose its rights to use the track assigned to it.

The former is the method now followed at Indianapolis with one exception. An instance was cited where a hardship was worked under the present plan to a through train arriving on time, owing to another train arriving late and occupying a particular track assigned to both trains.

It seemed to be the unanimous opinion that a*through train

arriving on time should not be made to suffer on account of another train arriving late.

Cases were also pointed out where trains would also be inconvenienced under the latter or second method.

No definite action was taken further than Mr. Zion stated that the matter would receive special attention.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, October 10, 1900.

Meeting called to order at 2:45 p. m. by Vice-President English.

The following lines were represented:

B. & O. R. R.	MR. T. J. ENGLISH.
N. & W. Ry.	MR. V. A. RITON.
T. & O. C. Ry.	MR. H. C. FERRIS.
C. A. & C. Ry.	MR. H. W. BYERS.
C. C. C. & St. L. Ry.	MR. MASON RICKERT.
P. C. C. & St. L. Ry.	Not represented.
Hocking Valley Ry.	Not represented.
C. S. & H. Ry.	Not represented.
B. & O. S-W. Ry.	Not represented.
C. & M. V. Ry.	Not represented.
C. H. & D. Ry.	Not represented.
O. & L. K. Ry.	Not represented.
C. & O. R. R.	Not represented.
O. R. R. R.	Not represented.

T. & O. C. Ex.Not represented.
Penna. Co., Marietta Div.Not represented.

VISITOR: Mr. B. W. Hermann, Agent N. & W. Ry.

Reading of minutes dispensed with.

Unfinished Business.

The matter of handling carloads of package freight for distribution among several consignees was brought up for action, but on account of the small number of members present, it was laid over for a fuller expression of opinion, and until a better representation could be had.

Secretary: I called the Superintendent of the A. D. T. Co. to my office on the matter of their handling our freight notices, etc., and stated to him that we understood they were doing better at Cincinnati than they offered us here; asked him to give us their lowest figures, and state how many deliveries were to be made each day, and how long the service should continue in effect. He promised to do so, but since then I have heard nothing from them. I understand the President of their company has been very sick, and that may be the cause of the delay.

Mr. Ferris: I move that the matter be laid over for further information from the A. D. T. Co.

Seconded by Mr. Riton. Carried.

Secretary: I have here a report from the Local Freight Agents' Association, outlining their plan of putting the "Switching Ticket" into operation:

Complying with the instructions from the Central Association of Railroad Officers, Columbus Division, we submit herewith rules and forms governing the handling of cars to be switched, on which revenue for such service is to be assessed.

Rule No. 1. Effective, yardmasters will decline to accept cars from connections for movement in their yard, unless accompanied by a switching ticket, it being understood this does not apply to cars which may be loaded in a foreign yard, which car is to be forwarded on billing to be furnished by the agent of the receiving line.

Rule No. 2. Yardmasters will decline to move a car which is loaded on their tracks, and destined to a foreign yard, or on any other track in their own yard, on which switching charges should be assessed, unless the shipper of such car furnish a switching ticket, or the agent properly authorizes the movement.

Rule No. 3. Yardmasters must forward to the Agents' office promptly all switching tickets covering cars that have been handled.

Rule No. 4. Agents must place in the hands of its regular patrons a supply of blank switching tickets and instructions as to how they are to be used.

Rule No. 5. Switching tickets are to be made in triplicate; the original to accompany the car, the duplicate to be sent under cover to the agent of the line performing the service, and the triplicate to be retained by the line making the ticket.

Rule No. 6. The "Delivering Line" is to be responsible for, and pay to the line performing the service, the switching charges on all cars it may offer its connections, it being understood that when it is necessary to reach a connection through an intermediate line, this rule is not to apply to the intermediate line, but the original line is to be considered the delivering line. It being further understood that this rule in no way is to conflict with any arrangement that may now be in existence, as to the payment of switching charge of such intermediate line.

Rule No. 7. Switching charges on cars which may be

loaded in a yard and destined to a foreign line must be collected from the shipper of such car, unless the receiving line requests that such charges be collected from them.

Rule No. 8. Switching charges due connecting lines on cars loaded in a yard, and destined to a siding on a foreign line in Columbus switching limits, must be collected by the delivering line from the shipper.

Rule No. 9. Settlement for switching service is to be made weekly. The line performing the switching service must furnish the delivering line a separate receipt for each car handled, if desired.

Rule No. 10. An official switching tariff, to be issued, giving full information as to the location and charges to the various tracks and industries in Columbus switching limits; such tariff to be compiled, distributed and corrected by the Secretary of the Central Association of Railroad Officers.

Mr. Riton: I move that the matter be laid over for fuller discussion at a later meeting, and to have the originator of the switching ticket present.

Seconded by Mr. Byers. Carried.

The subject of discussion of Mr. Riley's paper on Tonnage Rating was laid over until next meeting.

Reading of Correspondence.

Cincinnati, Ohio, October 1, 1900.

To All Secretaries,

Central Association of Railroad Officers.

Gentlemen: Application has been made by the Superintendents' Association of Houston, Texas, for admission as Division Member to the Central Association of Railroad Officers. In accordance with Article V of "Rules of Order," the application has been submitted to the Executive Committee, who have reported favorably upon the application. Will you, therefore,

in accordance with Article V, submit the application to your Division for vote, if possible, at your October meeting?

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Ferris: I move we vote in favor of their admission to the Central Association of Railroad Officers.

Seconded by Mr. Riton. Carried.

Minutes of the meetings of the Columbus Association of Car Foreman and Yardmasters' Association were read and approved.

Reports of Committees.

Columbus, Ohio, September 8, 1900.

Central Ass'n Railroad Officers,
Columbus, Ohio.

Gentlemen: Your Committee beg leave to submit their recommendation in the case referred to below.

Case: The Big Four Ry. Co. delivered to the Norfolk & Western Ry., C. M. & St. P., car 62640; capacity of car 60,000 pounds; the contents of car weighed 70,640 pounds, or an overload of 4,650 pounds. The question was raised by the Norfolk & Western as to what they should do with the excess. In this case it so happened that the destination of freight was the Eastern terminus of their road, seven hundred miles distant.

It is the opinion of your Committee that the Norfolk & Western, under the standing rules of the Columbus Division of the Central Association of Railroad Officers, not being allowed to return this car to the delivering line, were required to remove the excess at the expense of said delivering line, and forward to destination at tariff rate, subject to a minimum of twelve thousand pounds for said excess, as provided by the official classification.

Any loss or damage occurring to said freight transferred by

the Norfolk & Western would be borne by the Norfolk & Western, under rules of Freight Claim Agents' Association (see Rules No. 16 and 22); said loss or damage thereafter to be adjusted between the interested lines, under the rules of the Freight Claim Agents' Association.

Agents of lines called upon to transfer such cars will give notice to delivering lines of their intention, so that in the event that the delivering line prefers the return of the car, or to make disposition of the excess, other than that provided for by this report, they will be given an opportunity to do so.

Respectfully submitted,

M. S. CONNORS,
W. G. BAYLEY,
T. J. ENGLISH,
Committee.

Mr. Rickert: I move that the report be accepted and placed in the minutes. Seconded by Mr. Byers. Carried.

New Business.

Secretary reported that the Agents of the P. C. C. & St. L. and C. S. & H. Ry.'s had violated the rule of closing freight houses at 5:00 p. m., and was instructed to take up with the General Superintendent of the P. C. C. & St. L. Ry., and receiver of the C. S. & H. Ry, and report at next meeting.

Bill of the Central Association of Railroad Officers, amount, \$9.00, was ordered paid, on motion of Mr. Ferris, seconded by Mr. Riton.

On motion, duly seconded, meeting adjourned at 4:30 p. m.

T. J. ENGLISH,
Vice-President.

J. D. BERRY,
Secretary.

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claim Agents' Association (see Rules
damage thereafter to be adjusted
under the rules of the Freight

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R. Officers,

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you will present my resig-

, truly,

(Signed) J. W. SHERWOOD.

membership was by roads, and there-
y to take any action in matter of accept-

resignation of Mr. Sherwood was ordered
ed on file.

Revising the Schedule of Storage Rates.

, that, in view of the C. H. & D. Ry. not being repre-
the matter be laid over until they can be present.
conded and carried.

Maximum Excess Load Above Marked Capacity of Car.

The Secretary read the following letter:

Central Association of Railroad Officers.

Columbus, Ohio, August 31, 1900.

Mr. O. G. Fetter,

Sec'y Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: At the June meeting of this Division the follow-
ing resolution was passed:

"That the Secretary take up with the Secretary of the Cen-
tral Association the question of securing from the various rail-

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division,
held in Rooms 335 and 336 Valentine Building, Toledo, Ohio,
Monday, October 8, 1900.**

Meeting called to order at 1:30 p. m. by President Sutherland.

The following members were present:

Ann Arbor R. R. . . . MR. M. D. FOHEY Trainmaster.
H. V. Ry. *MR. M. S. CONNORS Genl. Supt.
L. S. & M. S. Ry. . . MR. A. H. SMITH Superintendent.
M. C. R. R. MR. D. S. SUTHERLAND . . Superintendent.
Penna. Co. MR. L. F. CORCORAN . . . Trainmaster.
T. & O. C. Ry. . . . MR. T. F. WHITTELSEY . . Gen'l Supt.
W. & L. E. R. R. . . MR. H. W. McMASTERS . . Superintendent.

* Represented by Mr. T. F. Whittelsey.

President: The minutes of the last meeting will stand approved as printed, unless there are objections.

Resignation of Mr. J. W. Sherwood.

Home City, Ohio, September 25, 1900.

Wm. Grogan, Esq.,

Sec'y Toledo Division, C. A. of R. R. Officers,
Toledo, Ohio.

Dear Sir: Having severed my connection with the Clover Leaf Road, will be obliged to you if you will present my resignation at next meeting.

Yours truly,

(Signed) J. W. SHERWOOD.

It was explained that membership was by roads, and therefore it was not necessary to take any action in matter of accepting resignation.

On motion, the resignation of Mr. Sherwood was ordered received and placed on file.

Revising the Schedule of Storage Rates.

Moved that, in view of the C. H. & D. Ry. not being represented, the matter be laid over until they can be present.

Seconded and carried.

Maximum Excess Load Above Marked Capacity of Car.

The Secretary read the following letter:

Central Association of Railroad Officers.

Columbus, Ohio, August 31, 1900.

Mr. O. G. Fetter,

Sec'y Central Assn. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: At the June meeting of this Division the following resolution was passed:

"That the Secretary take up with the Secretary of the Central Association the question of securing from the various rail-

roads within the Central Association a list of the excess load that such roads will accept on cars of various capacities over and above the marked capacity of the car, with a view to consolidating that information and preparing a blank to be printed for distribution among the roads in interest."

Will you kindly ask the Secretaries of the various Divisions for this information, and have same compiled, so that the information may be promptly distributed?

Yours truly,

(Signed) J. D. BERRY,
Secretary.

Moved that the Secretary be directed to advise the Columbus Association that it is the sense of this Association that the Equipment Guide gives all the information necessary regarding capacity of car.

Seconded and carried.

Handling of Oil Tanks when same are on Fire, or in Wrecks, as per Action at the Annual Meeting.

The Secretary read that part of Proceedings of annual meeting which refers to this subject. (Page 421, July Proceedings.)

After discussion of the subject, in which all the members present took part, the following was offered:

Moved that the President appoint a committee to investigate this matter of handling oil tanks, especially when on fire, also with a view to having cars boarded, and waybills show kind of oil each tank contains.

An amendment was offered as follows:

Moved that the subject be laid over until the next meeting, and in the meantime the Secretary be instructed to communicate with each oil company in this territory on the question of labeling cars, so as to show what kind of oil each car contains, and that the subject of this controversy be outlined to these people.

The mover of the original motion and the second accepted the amendment, and same was unanimously adopted.

Mr. C. C. Riley's Paper on Tonnage Rating.

President: If there are no objections, this subject will be laid over until the next meeting.

Application by Superintendents' Association of Houston, Texas, for Admission as a Division Member.

Mr. Whittelsey: I move that the Toledo Division casts its vote in favor of the admission of the Houston Association.

Seconded by Mr. Smith and carried.

Cleaning Stock Cars.

It was explained that the Secretary was in correspondence with some of the Traffic people, with a view to reconciling the difference between the present recommended practice of the Transportation Department and the rule of the Traffic Department on the question, and on motion the subject was laid over until the next meeting.

Closing of Freight Houses.

The Secretary called attention to communication received from one of the roads in reply to report made by the Secretary of shipment being received in freight house one minute after the closing hour, wherein it was stated that the road expected to live up to the rules, but did not expect to split hairs in doing so.

The following action was taken:

Moved that it is the sense of this Association that the position taken by the road in question is untenable, and we urge, if the agent was instructed according to the tenor of the com-

munication to the Secretary, that the superintendent correct the postion.

Seconded and carried.

Car Service.

The Secretary submitted report of letter ballot on amendment to the rules of the Toledo Car Service Association as follows:

Rule 8, Sec. 2-C.

When an individual or firm receiving cars for public team track delivery requests the placing of same on a certain track, because of the convenience of such track, a road may grant the delivery requested, provided, however, if the facilities at the point of requested delivery are not ample to care for all cars on hand, the overflow must be promptly placed on other delivery tracks, and notice given to consignee of cars placed, and on what tracks placed, and all cars so placed on either track will be charged against consignee at 7 a. m. or 12 noon, immediately following notice of placing.

All roads except one voted for the amendment.

It was removed that the result of the letter ballot is the sense of the Toledo Car Service Association, and that the amendment take effect November 1, 1900.

Cannel and Blacksmithing Coal.

The Secretary was directed to submit to letter ballot the following:

It is the sense of this Association that Rule I applies on cannel and blacksmithing coal, loaded in box cars, and that no exception to this rule be granted.

On motion, adjourned to meet Monday at 1:30 p. m., November 12, 1900.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Wednesday, October 10, 1900.

Meeting convened at 10:10 a. m. President Nichols in the
chair.

PRESENT:

C. C. C. & St. L. Ry. ... C. A. PAQUETTE.....Superintendent.
Vandalia Line.....B. McKEENSuperintendent.
“F. L. CAMPBELL.....Trainmaster.
C. R. I. & P. Ry.....C. L. NICHOLS.....Superintendent.
R. I. & P. Ry.....H. P. GREENOUGH.....Superintendent.
C. B. & Q. R. R.....W. B. THROOP.....Superintendent.
P. & P. U. Ry.....F. L. TOMPKINSGen. Supt.
“W. E. BELL.....Asst. Supt.

VISITOR: C. L. Short, Trainmaster, A. T. & S. F. R. R.

The minutes of the last meeting were approved without
reading.

President: The first subject is “Discussion of American
Railway Association Train Rules.”

Mr. McKeen: I move we postpone the discussion of the
train rules until our November meeting.

President: If this meets with general approval, the subject will be passed.

President: Our next is report of Committee on "Partitioning Freight House," C. A. Paquette, Chairman.

Secretary: I have the committee's report as follows:

Report of Committee in Partitioning Peoria Freight House.

Your Committee beg to report that they have communicated with the several lines using the P. & P. U. freight house at Peoria with a view to ascertaining the amount of loss sustained by them by reason of not having the freight house partitioned off. From information furnished, it appears that a total of but five losses, and these but minor ones, in the past twelve months can be chargeable to the absence of such partitions. With but one exception, it is the expressed opinion of the various lines that partitions would avail but little. Such an arrangement would not only entail an unjustifiable expense, but would do away with the elastic conditions that now prevail and are desirable. As it now is, if any certain line has an unusually heavy day at the house, they encroach on the space allotted to their neighbors, a plan which works satisfactorily, and which would be impossible were partitions put in.

Your Committee therefore recommend that no partitions be put in freight house.

(Signed) C. A. PAQUETTE,
F. L. TOMPKINS,
E. N. ARMSTRONG.

Mr. McKeen: Where did this subject originate?

Secretary: With the local agents.

Mr. McKeen: I would like to ask Mr. Paquette if the Committee talked the matter over with the local agents.

Mr. Paquette: We communicated with the local agents, and after talking the matter over with them, they stated that they would rather not have the partitions put in. I think the

superintendents of the individual lines also communicated with their agents.

Mr. McKeen: I move the report of the Committee be accepted, and the Committee discharged, and that the local agents be notified of our decision.

Seconded and carried.

President: Our next subject is "Best method of handling loaded tanks when on fire or in wrecks."

Mr. Throop: We have a standing rule that when a car is leaking, or in a wreck, that men are not to go near it with a lantern or light of any kind, as doing so is extremely dangerous. We had one or two very bad explosions several years ago. I don't see how we can establish rules more than to keep away lights and to be very careful.

Mr. McKeen: Have you any rule as to tanks leaking so many drops per minute, etc.?

Mr. Throop: Yes, all leaking tanks are to be taken to the repair house and repaired.

President: What shall we do with the question?

Mr. Paquette: I move the matter be referred to a committee to report, before we proceed further with the discussion.

Seconded and carried.

The President named Messrs. Paquette, Chairman, B. McKeen and H. P. Greenough as such Committee.

President: The next subject is discussion of Mr. Riley's paper on "Tonnage Rating of Engines."

Mr. Throop: This is a large subject for discussion in a short time.

Mr. Paquette: It might be well to have each road state their custom as to the basis upon which they formulate their tonnage rating, and compare figures.

Mr. Throop: I read Mr. Riley's paper in the July Proceedings, and the main point he discussed was, as I remember it, what should be included, engines, cabooses, switch engines, etc. I never think it proper to include engines in tonnage hauling.

Mr. Paquette: The most important question is to define the relation between empty car and loaded car tonnage.

Mr. Throop: The trouble we experienced in pulling empty trains, or trains of empty cars, seems to justify the expense of getting at the facts.

President: We tried establishing certain reductions account empty cars, but on the Illinois division found that they did not work. We found the men were taking advantage of them, and were not pulling as many tons as they might. We have a maximum number of cars to a train, which of empties would be less than the tonnage rating.

Mr. Throop: Do you use all your air cars? If so, what size pump do you use?

President: We use 9½-inch pump, and seldom hear any complaint as to its capacity. Our instructions are, if they have air cars, to use them.

Mr. Throop: If I had my way, I would not use over twenty-five air cars in a train, unless we had larger pumps and cylinders. We use 9½-inch pump, and where we work all the air we do not pull as many cars as if we would simply cut out part of them. We haul seventy-eight cars of air, but I am satisfied we could pull one hundred cars by cutting out part of the air. If our brakes were all perfect, without any leaks, it might be otherwise, but there will be found small leaks which tell in a long train.

Mr. Short: In any long string of cars there are always one or two that stick. About half of our troubles are caused by air sticking. We have a rule that our men shall drop off in going up grades, and inspect the train, and they usually find one or two cars sticking. I believe half our stalls, and many of our break-in-twos are caused by stopping at switches and starting before the air is released. We can't give instructions as to the time men must wait for the air to release before starting their trains.

Mr. Throop: I move that this discussion be held over until our next meeting.

Seconded and carried.

President: The next topic is "What maximum excess load beyond marked capacity will Peoria roads accept."

President: I think it would be well for the Secretary to take a letter ballot on this subject, and make report at the next meeting. I thought this had been settled some time ago, and that all roads were conforming to the American Railway Association rule of ten percent. If there is no objection, this letter ballot will be taken.

Secretary: I have a letter from Secretary Fetter stating that the Houston, Texas, Superintendents' Association desire to be admitted as a member of the Central Association of Railroad Officers.

Mr. Throop: I move we admit them.

Seconded and carried.

Secretary: The P. & P. U. have a Y. M. C. A. building at Bridge Junction, about completed, at a total expense of seventeen thousand dollars, furnishings and all. The Secretary in charge is arranging for an opening, and securing memberships, and desires a word of commendation from the various officials to assist him in his canvass among the men. Here is a paper he would like to have you sign, simply stating that you approve the work, and commend the privileges to all who are in reach of them. (All present signed the paper.)

Mr. Short: The Santa Fe have a similar building at Argentine, Kansas, and while our men were skeptical at first in regard to it, they now all of them think a great deal of it, and back it up and swear by it.

Meeting adjourned at 10:50 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., October 12, 1900.

Mr. O. G. Fetter,

Secretary, Cincinnati, Ohio.

Dear Sir: No meeting held today on account of no quorum.

Yours truly,

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., October 10, 1900.

The meeting was called to order at 2:15 p. m. by President Rider.

The representation was as follows:

A. T. & S. F. Ry. MR. C. W. KOUNS Supt. Car Ser.
 " MR. H. W. SHARP Supt. Ter.
C. & A. Ry. (Not represented.)
C. G. W. Ry. (Not represented.)
C. M. & St. P. Ry. MR. D. W. RIDER.
C. R. I. & P. Ry. MR. J. R. BLAIR Supt. Ter.
K. C. & N. C. R. R. (Not represented.)
K. C. Belt Ry. MR. D. W. RIDER Supt.
K. C. F. S. & M. R. R. MR. H. S. MITCHELL Supt.
K. C. N. W. R. R. MR. R. P. ISITT Agent.
K. C. South. Ry (Not represented.)
K. C. St. J. & C. B. R. R. MR. R. K. SMITH Asst. Supt.
M. K. & T. Ry MR. E. M. COLLINS Supt. Car Ser.
 " MR. L. W. WELCH Supt.
Mo. Pac. Ry. MR. C. E. CARSON Supt. Ter.
 " MR. T. J. DONEGAN For. Car Dept.
St. L. & S. F. R. R. (Not represented.)

Union Pacific R. R. . . . (Not represented.)
Wabash R. R. MR. JAS. LAUGHLIN Trainmaster.
" MR. U. B. DARNALL Agent.
Union Depot Co. MR. E. J. SANFORD Supt.

VISITOR: Mr. E. E. Mote, Manager, Missouri Valley Car Service Association.

President: As the minutes of the last meeting have been printed and distributed, unless there are objections, they will stand approved.

Unfinished Business.

Secretary: Nothing.

Correspondence.

Cleaning Stock Cars.

The Secretary read the following letter from Secretary of the Toledo Division:

Toledo, Ohio, September 21, 1900.

Mr. B. H. Garrigues,
Sec'y Kansas City Division.

Dear Sir: Will you please advise if you have any rule or recommended practice in your Division on the question of cleaning stock cars; that is, should they be cleaned at the unloading point, and returned clean to the delivering road?

If you have no rule in your Division, can you advise what is the practice of roads in your territory.

Yours respectfully,
(Signed) WM. GROGAN,
Secretary.

Mr. Blair: About the only road we have any interchange with on stock business is the Wabash, and that is always quarantine cattle. They have to wash and disinfect the cars to comply with the law, and in that way we get the cars back cleaned. Cars arriving on our own line loaded with native cattle we clean when there is litter enough in them to justify it. That is, they are sent to the stock car cleaning tracks at Topeka. We cleaned them in Kansas City for a long time until the city authorities stopped us.

After further discussion the Secretary was instructed to inform Mr. Grogan that the practice at Kansas City is to clean cars at the unloading point in compliance with the state laws.

Application of Superintendents' Association of Houston, Texas.

The Secretary read the following letter:

Cincinnati, Ohio, October 1, 1900.

To All Secretaries,

Central Association of Railroad Officers.

Gentlemen: Application has been made by the Superintendents' Association of Houston, Texas, for admission as a Division Member of the Central Association of Railroad Officers. In accordance with Article V of Rules of Order, the application has been submitted to the Executive Committee, which has reported favorably upon the application. Will you, therefore, in accordance with Article V submit the application to your Division for vote, if possible, at the your October meeting?

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

President: What shall we do with this application?

Mr. Kouns: I move that the Houston Association be admitted to membership.

Seconded by Mr. Laughlin. Carried.

Reports of Committees.

Report of Grain Door Committee.

President: Is the Grain Door Committee ready to report?

Mr. Carson: At the last regular meeting the Committee was unable to make a full report on the grain door question, for the reason that we had not heard from all the lines on the letter ballot, which was called for at the previous meeting. At that time we had not heard from the Chicago & Alton, Chicago Great Western, Rock Island, Kansas City Southern, Kansas City Suburban Belt and Union Pacific. The Secretary was instructed to write these lines, asking them for their vote. This was done, but he has only received replies from the C. & A. and C. G. W. The vote at present stands seven affirmative, five negative, four not heard from, and one not voting.

The lines voting in favor of the amended proposition offered by the the Committee are the A. T. & S. F., K. C. & N. C., K. C. F. S. & M., K. C. N. W., K. C. St. J. & C. B., Mo. Pac. and St. L. & S. F. Those voting against it are the C. & A., C. G. W., C. M. & St. P., M. K. & T. and Wabash. The lines not heard from are the Rock Island, Union Pacific, Kansas City Southern and Kansas City Suburban Belt. The Kansas City Belt declines to vote account not interested.

Since the last meeting I have received the following letter from Secretary Bigelow, of the Board of Trade:

Kansas City, Mo., September 22, 1900.

Mr. C. E. Carson,

Kansas City, Mo.

Dear Sir: Referring to the meeting of superintendents with representatives of elevators, held in our Directors' room a number of weeks since, I would say that we have been expecting to

receive some report from you as to the result of your conclusions in the matter of grain doors.

As it now stands, it is working a great hardship on our elevator men, and we sincerely trust you will give this matter your prompt attention that they may be relieved.

Yours very truly,

(Signed) E. D. BIGELOW,
Secretary.

To this letter I replied September 26, as follows:

Kansas City, Mo., September 26, 1900.

Mr. E. D. Bigelow,

Secretary Board of Trade.

Dear Sir: Answering your letter of the 22d inst., in regard to the grain door question, will say that the Committee is working diligently in the hope of reaching an early conclusion regarding this matter.

The Committee has recommended to the Association the following rule in lieu of the one offered by the Elevator Committee:

The elevators agree to take out all temporary grain doors from inbound shipments with as much care as possible, saving intact as many of these doors as is possible to do. Such doors as are not destroyed in removing them from cars will be held by the elevators and returned to the incoming roads, or elevators will pay forty cents each for such doors, should they not return them.

The inbound carrying lines will pay the elevators sixty cents per door, or have the alternative of furnishing grain doors or sufficient lumber to make them, paying fifteen cents per car to the elevators for labor and nails. This to apply to side doors only, not provided with permanent grain doors, and but one door for each side opening.

A number of the lines have already agreed to it, but there are others still holding out.

To save time I shall be glad if you will submit this recommendation of the Committee to the elevator people, and advise me before October 10, whether it will be satisfactory to them. If we can get a majority of the lines to vote for it, the others will be forced into it. Respectfully,

(Signed) C. E. CARSON,
Chairman, Committee.

I have received no reply from Mr. Bigelow to this communication, and do not know as yet whether our substitute proposition will be satisfactory to the elevator people. In view of this, and the further fact that several of the lines have not voted on the proposition, and we haven't enough affirmative votes to carry it at this meeting, the Committee would ask for further time, or that the matter be laid over until the next meeting. In the meantime I will personally see those members of the Association who have not voted, with a view of getting an expression from them as to their position in this matter.

President: If no objection the Committee will be given further time.

New Business.

Notice of Passenger Equipment Delivered.

Mr. Mitchell: Mr. Ashley, our Car Service Agent, has asked me to bring before this Association the matter of the adoption of a rule requiring lines making delivery of passenger equipment to give advice by telephone of such deliveries. It seems that there have been some disputes between the car service officers of different lines respecting the exact time passenger equipment had been delivered or returned, and that these differences have led to disputes as to the amount of compensation. Before offering a resolution to carry out Mr. Ashley's wish, I should be glad to hear an expression from some of the terminal officers here.

Mr. Carson: I don't think it should be necessary to tele-

phone a connecting line that cars have been delivered at such a time in order to keep down disputes of that kind, but it should be sufficient, it seems to me, to take the word of the delivering line. A great many connections are at places remote from the yards, and it is reasonable to assume that the record of the line delivering the cars will be more accurate than that of the receiving line, because the foreman or yard clerk takes the record as the cars are delivered, while it may be several hours before the receiving line takes the cars off the connection. It does not seem to me that there should be any disputes between the lines as to the time cars are delivered, and if there are, that the delivering line's record should be given preference.

Mr. Mitchell: Sometimes the question of an additional day's rental hinges on a very few hours, and in cases like that there might be no good reason why the coaches should not be returned in time to avoid an additional day's rental, but on account of the carelessness of the yardmaster, would not be delivered until after the time had expired, in order to bring themselves in to clear, they might misrepresent the facts. We do know that switchmen sometimes prevaricate.

Mr. Carson: As a matter of fact, the custom is generally to give telephone notice on special deliveries, made outside of the regular hours.

Mr. Kouns: This question is one which seems to me eminently proper for this Association to consider, and one upon which there should be some uniform rule or understanding. These controversies are continually arising, and the bills, I presume, of the majority of the lines in this city are being corrected monthly by reason of errors due to lack of information as to the receiving and delivering time of passenger equipment. There are two ways of computing time on passenger cars borrowed or loaned, sanctioned by the American Railway Association. One of them contemplates a charge of so much per day or fraction thereof per car, and the other aggregate number of hours the cars are in the hands of the borrower, divided by twenty-four, at so much per day or fraction. In order to render

bills with any degree of accuracy, it is important that the actual time of delivery and receipt are known. The exact wording of the American Railway Association rule I can not at this moment recall, but what I had in mind to suggest to Mr. Mitchell was that the resolution he was about to offer be deferred until the next meeting of this Association, in order to give the members an opportunity to acquaint themselves with the rules for computing time, which are in general practice by the members of this body, and then formulate a rule which would fit the conditions existing here, and at the same time conform to the understanding and recommendation of the American Railway Association.

Mr. Mitchell: I am very glad Mr. Kouns spoke, and while I am perfectly willing to defer the matter for a month, I do not think the resolution I intended offering would in any way interfere with the American Railway Association rule. I simply proposed having an agreement as to the actual time of delivery.

President: I believe that it would be well, Mr. Mitchell, to let it go over until the next meeting, and have it put in the call. It might be a good idea for you to state the resolution, but leave it until the next meeting to be voted upon.

Mr. Mitchell: I move that in the interchange of passenger equipment at Kansas City, it shall be the duty of the delivering line to notify the receiving line by telephone the time at which it will make delivery of passenger equipment, in order that the receiving line may have an opportunity to assure itself that delivery is made at that time; and that to obviate disputes between the lines as to the time of delivery, that on the date delivery is made, the agent or yardmaster of the delivering line shall send the receiving line a memorandum of the cars and time delivery was made.

The purpose is to enable the two lines at that time to settle any dispute regarding the time of delivery.

Mr. Welch: I second the motion.

President: Vote on this resolution will be deferred until the next meeting.

Lines Not in Joint Car Inspection Association.

Mr. Mitchell: I would like to know what the members think of the advisability of this Association requesting the St. Joe & Grand Island, St. Louis & San Francisco and Kansas City Southern to become members of the Joint Car Inspection Association.

Mr. Carson: We have experienced more or less trouble by reason of some of the lines not being members of the Joint Car Inspection Association, and I would like very much to see those lines become members. It seems to me that it would be proper for this Association to take the matter up with those lines with a view of getting them in. I believe it would work to the advantage of those lines as well as the others. Cars are being set back and forth several times waiting for disputes to be settled between the inspectors. This trouble we do not have with lines that are in the Association.

Mr. Welch: Would it not be better to have the matter taken up through the Joint Inspection Association, instead of our taking it up with those lines?

Mr. Mitchell: We used to handle it, and the rules of the Joint Inspection Association are practically a modification of the Master Car Builder's rules. They allow certain practices which the Master Car Builder's rules do not, for the purpose of facilitating interchange of business between the lines here, and it is the transportation officials who are interested in facilitating interchange. I know that our mechanical department, the heads of which are members of the Joint Inspection Association, would be very glad to have these other lines come in.

Mr. Welch: It seems to me that the mechanical departments ought to take the matter up instead of us.

Mr. Donegan: They have been asked to come in, and they have agreed to have representatives at the Joint Inspectors'

Association meeting, held here yesterday, but there was only one line represented; that was the Kansas City Belt.

President: The Kansas City Belt will not become a member until the Master Car Builders adopt a more liberal attitude toward switching lines. We can not afford to become a member of the Joint Inspection Association.

Mr. Mitchell: I move that the Secretary of this Association be instructed to address a letter to the superintendent of each of the lines that are not members of the Joint Car Inspection Association, urging them to use their influence with their mechanical department to the end that they may become members of the Joint Car Inspection Association, stating the advantages of membership in the way of facilitating interchange of business.

Seconded by Mr. Carson and Carried.

Discussion.

Handling Oil Tanks When Same are on Fire or in Wreck.

President: We have been requested to discuss the question of handling oil tanks when on fire or in wreck.

Mr. Carson: I would like to say, that at the Annual Meeting, when this question came up, there was considerable side discussion that does not appear in the minutes, and it seemed to be a question of such moment that it was thought that it would be desirable for the lines to have some arrangements made for the handling of such combustible material when in wrecks. I think before this discussion takes place, it would be fitting to have the Secretary read the remarks made by Mr. Brimson, of the B. & O., in introducing this subject at the annual meeting.

(The Secretary read from page 421, July Proceedings.)

Mr. Carson: In view of this question coming up today for discussion, I took the liberty of inviting Mr. T. J. Donegan, our Foreman Car Department, who has had a great many years experience in wrecking. I have no doubt that the discussion

will not only prove interesting to him, but that he will be able to give some information which will be of value to the members.

Mr. Donegan: I don't know that I will be able to give you much information on this subject. I have had a few oil cars in wrecks, but was never unfortunate enough to get one on fire. I always managed to keep fire as far away from them as possible, and when they couldn't be handled without getting fire near them, let them stand until I didn't need any fire around them.

I remember we had a case in Omaha seven or eight years ago, in which an oil tank car got into collision. The men were there working on the car, and the yardmaster had another car behind the oil tank, off the track, and went around to the other end to put that car on. The man handling the wreck had the torches set quite a distance from the car, and the oil in the car was not leaking, but the minute the yardmaster moved the other car, the oil tank car turned over, and the oil got out through the top and the tank exploded, burning up six or seven carloads of cattle and the cars.

As I said before, I always figure on keeping the torches as far away as possible in handling oil tank cars, and if it can't be done any other way, let them stand until daylight.

There are different kinds of oil, some more explosive than others. I always try to find out what kind of oil is in a car, and whether the tank is leaking or not. If there is any chance of oil being in the air, I won't allow a torch brought within a half mile of it.

I have had three or four oil tank cars in wrecks, but never had an accident.

Mr. Carson: Following Mr. Donegan's remarks, I would like to say, with due respect to those who lost their lives by the explosion of an oil tank car on that line in the East, that I think they were very careless in permitting themselves to be in such close proximity to an oil tank already on fire, and liable to explode at any minute. It seems to me that the instincts of self-preservation would dictate to any man of average intelli-

gence that it would be highly dangerous to allow his men to get so close to a car in such a condition.

I don't know that any rule could be formulated that would prevent an explosion under such circumstances. About the only thing that can be done is to keep lights of all kinds as far away as possible, and if it is on fire, let it burn without moving it.

Mr. Smith: I think very few men would have the patience to sit still and let a tank of oil burn, if their main track was blocked. It might take twenty-four hours. I think nine men out of ten would do just as that general superintendent did.

Mr. Welch: I would do what I thought was for the best interest of the company and the employees. I don't know what I could do more than that.

President: I believe every railroad man would do what he could to clear the main track as rapidly as possible, consistent with safety to his men and himself.

President: If there is no objection, we will postpone the discussion on Tonnage Rating until the next meeting.

There being no further business, the meeting adjourned.
Date of next regular meeting, November 14, 1900.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, October 8, 1900.

The meeting was called to order at 2:45 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.....	Not represented.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	Not represented.
I. C. R. R.....	Not represented.
L. & N. R. R.	MR. J. G. CLIFFORD.
L. E. & St. L. R. R.	Not represented.
L. H. & St. L. Ry.....	Not represented.
P. C. C. & St. L. Ry.	Not represented.
Southern Ry.	MR. H. B. SPENCER.
Kentucky and Indiana Bridge & Terminal Co.....	MR. B. S. JOSSELYN.

The reading of the minutes of the previous meeting was dispensed with.

There being no unfinished business, the Secretary read the following letter:

Cincinnati, Ohio, October 1, 1900.

To All Secretaries,

Central Ass'n of Railroad Officers.

Gentlemen: Application has been made by the Superintendents' Association of Houston, Texas, for admission as Division Member to the Central Association of Railroad Officers. In accordance with Article V of "Rules of Order," the application has been submitted to the Executive Committee, who reported favorably upon the application. Will you, therefore, in accordance with Article V, submit the application to your Division for vote, if possible, at your October meeting?

Yours very truly,

(Signed) O. G. FETTER,

Secretary.

Mr. Josselyn: I move that the action of the Executive Committee be approved by this Division.

Seconded and carried.

The handling of oil tanks when on fire or in a wreck was taken up for discussion, after which the following resolution was adopted:

That it is the sense of this meeting that burning oil tanks should be handled in accordance with the surrounding circumstances, and the best judgment of the men in charge.

The question of the tonnage rating of engines was also discussed, but no definite conclusion reached.

Adjourned 3:30 p. m.

M. L. AKERS,
President.

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1900.
PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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 B. W. TAYLOR.....1st Vice-Prest.
 T. F. WHITTELSEY....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

F. L. TOMPKINS, Chairman.
 B. W. TAYLOR. J. B. FLANDERS. T. F. WHITTELSEY.
 M. L. AKERS. A. GALLOWAY. A. T. PERKINS.

DIVISIONS.

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W. C. LOREE... ..	"	Columbus "
D. S. SUTHERLAND.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.	"	St. Louis "
D. W. RIDER..	"	Kansas City "
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C. A. PAQUETTE.....	"	Indianapolis "
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G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
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G. B. STAATS... ..	"	Indianapolis "
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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS	"	Louisville "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held in Room 71, Carew Building, Cincinnati, Ohio,
Tuesday, November 13, 1900.

The meeting was called to order at 11:25 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
“	....MR. C. C. RILEY.....	Supt. C. S.
C. H. & D. Ry.....	MR. C. E. VORHIS	T. M.
C. & O. Ry.....	MR. G. W. HEPBURN	A. M. M.
C. N. O. & T. P. Ry...	MR. I. F. HALL	Supt. C. S.
Cin'ti Nor. R. R.....	MR. W. T. BACKUS.....	Supt.
Erie R. R.....	MR. C. A. ALLEN.....	Supt.

President: As the records of the last meeting have been printed, they will stand approved, unless there are objections.

Discussion of Mr. C. C. Riley's Paper on Tonnage Rating of Engines.

President: For this discussion, gentlemen, I am very sorry that there is not a larger attendance here today. The paper

itself met with the hearty approval and thanks of the Central Association of Railroad Officers at its annual meeting in Louisville, and in all of the individual associations; and, therefore, I assume that there is no criticism on the paper.

In discussing the tonnage question it occurs to me that in our anxiety to get as many tons as possible over the line with an engine, we are liable to go to the extreme and make our cost per ton per mile excessive, and I think that in rating an engine we should take into consideration the promptness with which the engine can move the tonnage. In other words, we should take into consideration the amount of money that we are sending into the treasury of the company.

In looking over Mr. Riley's paper, which I have studied with some interest, I have, in my own mind, concluded that the manner of handling tonnage as adopted by the Pere Marquette Railroad about covers my idea that "it was found by tonnage ratings that such trains might become so loaded that the operation would be extravagant instead of economical; that the ratings become burdensome by causing overtime and burning an excessive amount of fuel." I think that expresses what I intended to convey in the few remarks I have made.

I would be glad to have a full talk on this question, and the gentlemen who are here are amply able to handle it fully.

Secretary: I understand that Mr. Allen has the matter under consideration, and it might be well to hear what they are going to do on their line.

President: Yes, we would like to hear from you, Mr. Allen.

Mr. Allen: The Erie Railroad several years ago adopted a tonnage rating of its locomotives, which resulted in a material increase in the tonnage handled per train, which is positive proof of its superior value as compared with the rating of engines on car basis. Under the tonnage rating, trains vary in length. More cars required to make up the maximum tonnage or train load increases the frictional resistance as compared with the maximum load handled in fewer cars, and account of this inequality and varying conditions of the train load, we are com-

pelled, occasionally, to double some of our heaviest grades, that it is possible to obviate if an equitable ratio can be arrived at whereby the difference between a train of empty or partially empty cars and one of all loaded cars may be determined for use of yardmasters and others who have the making up and handling of the rating of engines under these varying conditions.

This company recently appointed a committee of three of its superintendents, of which I am a member, to formulate, if possible, a rule for the proper tonnage rating that will meet all the varying circumstances associated with local and physical conditions of the different portions of the line, and enable full use of the maximum efficiency of its engines, and eliminate under favorable conditions the necessity for doubling hills. We will make dynamometer tests, from which we hope to obtain sufficient data to enable us to accomplish the work entrusted to us, concerning which as yet nothing has been done.

When we shall have made our report to the general officers of the company I will gladly furnish the Central Association a copy, for the benefit of the members who may be considering this matter, if it will be of any service.

President: Mr. Backus, can you give use any remarks on this subject?

Mr. Backus: I have never had any experience, Mr. President, in this method of rating of engines. We have such conditions on our road that we have never seriously considered it. We have a great many sharp curves and heavy grades, and we haul what we call a full train by loads. I realize that we all have to come to the tonnage basis as the difference in the capacity of cars continue. Our chief dispatcher makes the rating based on the number and capacity of cars.

President: Mr. Riley, have you any further remarks to offer?

Mr. Riley: I had hoped that I would be able to offer some information in regard to the train test that Mr. Allen spoke of. I have been working with several gentlemen who are making some tests, and I had promise of a statement showing the

results; but I got a telegram yesterday, saying that they were not complete now. I may get the information that I want in the course of a week or two, and if it is desired, I can write up a short history, and it can be incorporated in the proceedings of some future meeting.

President: It will be very acceptable, Mr. Riley.

Mr. Allen: I would be glad to give the Association the benefit of our experience after we have made our tests.

Mr. Vorhis: I do not know as I am able to discuss this question. It has been the practice on our line, that is, on one of our divisions. We do not have it in operation on the C. H. & I. division, but we are getting in position now to do so. The engines have been rated by the road fireman of engines and myself to test the rating of trains in that manner. We spent about two weeks rating the different classes of engines. We found the tonnage varied a great deal. We haul 28 loads, double train, out of Hamilton, through to Connersville; arriving at Connersville they get another engine, which takes them to Hurricane, and one engine then takes them to Indianapolis. Now in 28 loads we find the tonnage varies from 600 tons to 1,000 tons. Of course, the 600 tons is merchandise tonnage, and the 1,000 is dead freight, such as corn, that kind of material. We have been handling freight on the tonnage basis on the Cincinnati division for something like three years, I believe. You have got to keep a close watch on your engines. If an engine does not perform her full duty, you have got to cut down her tonnage. If she is in good shape, we give her more tonnage, all the engine is capable of getting over the road with and make good time. Of course, on fast runs you have to cut to so many tons, and limit to so many cars. If it is not a fast train, we load them to all they are capable of hauling, and sometimes we get too high, which has been the case in the last few days.

I do not think that is as good a test as some others, but that is all our people will furnish us, and, of course, we have to make the best of it, and come as near to it as we can. I will

say, that on the Cincinnati Division, our experience with the tonnage basis has been very successful. We have got it to about the right place, where the engine is able to handle the train and do the work required of her on any certain run.

I believe that is all I can say on the subject.

Mr. Allen: We are working for a graduating rating between part load and part empty train. We can haul more tonnage on full trains than we can on trains made up partly of empties or wholly so. We find a big difference. In hauling 45 and 25 cars there is quite a difference, although the tonnage may be greater on the 25 cars than on the 45, due to the friction, increased length of train, etc. I figure that is not profitable practice. After we make our dynamometer tests of the different kinds of trains, we expect to formulate a rule whereby we can work out a graduating rating, which will enable us to move more tonnage than we are getting from the service now, at least we hope not to lose anything. We think that we will be able to increase the tonnage on the loaded trains enough to accomplish what we would lose on trains based partially on loads and empties.

President: In hauling empty cars, do you limit your trains?

Mr. Allen: Not on the Chicago Division. Sixty-five cars, I believe, is the limit elsewhere.

Furnishing Help for Loading and Unloading, and Warehouse Facilities for Freight Taking Carload Rates.

Secretary: This is a subject brought up by Mr. Lewis's resolution, offered by him, to send out to the various lines for letter ballot. The lines voted favorably with the exception of the P. C. C. & St. L. Ry., and the C. H. & D. Ry., both declined to enter into any such an agreement. I made that report at the last meeting. I was instructed to take the matter up with the different divisions to ascertain what they were doing. Columbus Division say that they are living up to the agreement; Toledo Division say that they are not; Indianapolis Divi-

sion tried it, but has done away with it; and the Louisville Division has been enjoined, and the matter is now in the courts. Inasmuch as two of the initial lines refused to enter into the agreement, it seems to me that the matter has gone about as far as it can go.

Mr. Riley: I move that the matter be tabled.

Seconded and carried.

Handling of Local Railroad Mail and the Delivery of Notices.

Secretary: I have requested bids of the messenger companies, but neither of the companies has furnished me with any figures.

President: I think that we had better table that, and if there are no objections, the subject of handling local railroad mail and delivery of notices to consignees will be laid on the table.

Manner of Handling High Explosives.

Secretary: I wrote to Mr. Peters and asked him if he could send me copies of General Notice No. 75, to distribute to the different members, and he said that they did not have them to spare; that the different lines had been sent a copy of General Notice No. 75, and were familiar with it. It seems to me, Mr. President, that the matter could be more satisfactorily handled, if the papers were turned over to a committee to investigate thoroughly, and report at the next meeting. The circular is too big to mimeograph and send out.

Mr. Riley: I move, Mr. President, that the subject of handling high explosive be referred to a committee with recommendation to report at the next meeting.

Seconded and carried.

President: I will appoint as that committee, Mr. I. F. Hall, Chairman, Mr. G. H. Waldo and Mr. Ralph Peters.

Annual Report of the Cincinnati Car Service Bureau.

Secretary: It has been customary, Mr. President, to make an annual report, showing the operation of the Bureau; also to have it printed in the monthly proceedings of the Central Association.

Mr. Riley: I move that the report be printed in this month's proceedings.

Seconded and carried.

THE CINCINNATI CAR SERVICE BUREAU.

RECAPITULATION FOR THE YEAR ENDING SEPTEMBER 30, 1900.

Lines.	Collected.	Refunded.	Net Collected.	Expenses.	Net Revenue.	Loss.	Cars Handled.	Average Detention.
C. C. C. & St. L.	\$ 5,915.00	\$1,125.00	\$ 4,790.00	\$2,109.84	\$ 2,680.16		69,900	31.27
D. & U.	64.00		64.00	54.89	9.11		1,832	28.13
C. H. & D.	8,596.75	1,124.00	7,472.75	2,274.84	5,197.91		75,542	34.21
Cincinnati Northern.	172.00	27.00	145.00	75.93	69.07		2,543	34.35
B. & O. S-W.	10,709.00	1,451.00	9,258.00	1,458.30	7,799.70		46,389	31.04
P. C. C. & St. L., Cin. Div.	3,454.00	517.00	2,937.00	1,731.85	1,205.15		57,314	23.51
" Rich. "	79.00		79.00	149.95		\$70.95	4,990	39.51
" Ind. "				29.42		29.42	969	26.09
C. & O.	2,225.00	207.00	2,018.00	523.80	1,494.20		17,256	36.15
" Lex. Div.	162.00	10.00	152.00	178.59		16.59	5,904	32.02
C. L. & N.	1,961.00	89.00	1,872.00	288.35	1,583.65		9,535	42.41
C. P. & V.	36.00	2.00	34.00	25.55	8.45		826	49.28
L. & N.	1,676.00	286.00	1,390.00	553.15	836.85		18,433	23.18
" K. C. Div.	1,582.00	243.00	1,339.00	191.89	1,147.11		6,273	35.05
C. N. O. & T. P.	2,344.00	252.00	2,092.00	490.66	1,601.34		16,396	26.44
A. & O. R.	1,890.00		1,890.00	112.39	1,747.61		3,722	33.47
I. & M. C. V.				140.25		140.25	4,778	6.00
Lex. & East.	5.00		5.00	34.15		29.15	1,122	14.00
Southern	1.00	1.00		8.44		8.44	280	17.52
Erie	18.00		18.00	145.62		137.62	4,814	31.47
D. L. & C.	6.00		6.00	5.29	.71		163	35.58
Hillsboro	51.00	18.00	33.00	30.99	2.01		4,008	23.36
TOTAL,	\$40,916.75	\$5,352.00	\$35,564.75	\$10,614.14	\$25,383.03	\$432.42	349,959	29.50
TOTAL, 1899.	\$41,739.03	\$4,500.00	\$37,149.03	\$10,398.78	\$27,404.67	\$624.42	346,873	27.03

O. G. FETTER,
Superintendent.

Election of Standing Committee on Car Service.

Mr. Riley: I move that it is the sense of this meeting that the present Standing Committee on Car Service be re-elected for the ensuing year.

Seconded and carried.

Mr. Riley: I move that the President be instructed to cast a unanimous vote for the ensuing year.

Seconded and carried.

Election of Superintendent for the Cincinnati Car Service Bureau for the Ensuing Year.

Mr. Riley: I move that the President be instructed to cast an unanimous vote for Mr. O. G. Fetter.

Seconded and carried.

The President declared Mr. Fetter unanimously elected.

Modification in the M. C. B. Rules for the Loading of Structural Material.

The Secretary read the following communication:

Cincinnati, Hamilton & Dayton Railway Company.

Office Superintendent of Motive Power.

Lima, Ohio, October 29, 1900.

Mr. R. B. Turner,
General Superintendent,
Cincinnati, Ohio.

Dear Sir: For your information I enclose a communication, received from S. M. P. Morris, of the C. & O., relative to the modification in the M. C. B. Rules for the loading of structural material. We received a similar proposition from the Nickle Plate some time since, and I referred the matter to some of our southern connections at Cincinnati, viz.: the L. & N., and C.

N. O. & T. P. The Superintendent Motive Power of both companies offered no objections to the modification of the rules, but both suggested that the matter be brought up through the Central Association of Officers of Railroads at Cincinnati, so that all parties interested could have an opportunity of discussing the matter and come to some understanding. The Nickel Plate papers are now in the possession of the B. & O. S-W., and I expect to hear from Mr. Neuffer most any time. Inasmuch as the majority of the Eastern lines, also the larger shippers in that vicinity, have taken this matter up in such a progressive manner, I have no doubt but that there will be a general acceptance on the part of all roads to the proposed modification. Of course, we can not afford to accept cars from connecting lines loaded in a manner that would cause them to be rejected by other connections, and the object is to get all the lines in the country to accept cars loaded with long structural material in this modified manner. I think it would be well for you to turn these papers over to Mr. Galloway, and request that he take the matter up at the next meeting of the Superintendent's Association, held in Cincinnati.

Yours truly,

(Signed) C. H. CORY,
Superintendent Motive Power.

President: If there are no objections, we will refer these Car papers to the Chairman of the Standing Committee on Joint Inspection, with request that they report at the next meeting.

**Handling the Amount of Pintsch Gas Remaining in Pullman Cars
Interchanged by the Use of a Defect Card.**

The Secretary read the following letter:

Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company.
Cincinnati (Pendleton Shops), Ohio, October 24, 1900.
Mr. A. Galloway,
Superintendent C. H. & D. Ry.,
City.

Dear Sir: I have been requested, by our Superintendent Motive Power, to arrange with our connecting line to handle the amount of Pintsch gas remaining in Pullman cars interchanged by the use of a defect card. The receiving line to return to the delivering line a defect card, showing the amount of gas (the number of atmospheres) remaining in the car at the time of its receipt, and this defect card to be used as authority for bill against the receiving line. If this arrangement is put into effect, it will avoid all unnecessary wrangling between the delivering and receiving roads when a bill is passed, and the matter can be settled while it is still fresh in the minds of the inspectors.

Kindly advise if this arrangement will be agreeable to you.

Yours truly,

(Signed) GEO. B. FRAVEL,
R. F. of E.

President: I believe that the Standing Committee on Joint Car Inspection is now handling the gas question, and I think that these papers ought to go to them, and if there are no objections, they will be so forwarded.

Furnishing the Local Agents of Initial Lines at Cincinnati Copy of the Proceedings of the Central Association of Railroad Officers.

Secretary: It was requested that I take the matter up with this Association as to whether you could consistently furnish your local agents here at Cincinnati, that is, the initial lines, with a copy of the proceedings of the Central Association. They say that most of their superintendents send them their copy of the proceedings to read and return; but that oftentimes the discussions here, and the rules adopted affect the running of the local stations, and it is quite a little while before it gets around to them; they thought they would like to have a copy of the proceedings on file, if it was entirely consistent.

President: I am opposed to furnishing them a copy.

Mr. Allen: I would object to it. They fall into the hands of clerks, and a great many things are of somewhat a confidential nature, and it might become public property after a while, and it might react.

Mr. Vorhis: You will find that they are picked up by the ones you least expect. I do not think that it is a good idea.

Mr. Allen: While we would like very much to furnish the local agents with a copy of the proceedings, I would move that we deem it not consistent with the rules of the organization.

Seconded and carried.

On motion duly seconded, the meeting adjourned at 12:05 p. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, held at Indianapolis Union Station, Monday, November 5, 1900.

Meeting called to order by President Zion.

The following roads were represented :

C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
P. & E. R. R.....	G. W. BENDER.....	Supt. Terminals.
I. D. & W. R. R.	G. H. GRAVES.....	Superintendent.
L. E. & W. Ry.	M. P. DENISTON	Trainmaster.
“	.....I. W. KURTZ.....	Div. Mas. Mech.
C. I. & L. Ry.....	A. J. O'REILLY.....	General Agent.
P. C. C. & St. L. Ry...	M. W. MANSFIELD....	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
I. U. Ry.....	A. A. ZION	Superintendent.
T. H. & I. R. R.		Not represented.
C. H. & D. R. R.		Not represented.

VISITOR: J. B. Eckman, Secretary Local Freight Agents' Association.

The minutes of previous meeting were approved.

Unfinished Business.

Rule 3. Uniform Time for Closing Freight Houses at Indianapolis.

In compliance with action taken at the October meeting with reference to a letter ballot, the following is a copy of the letter sent to each superintendent or other representative:

Dear Sir: The question of enforcing Rule No. 3, as adopted by this Division, and made effective July 1, 1900, and which reads as follows:

“No freight will be received at the various freight houses after 5 p. m.; on Saturdays freight will not be received after 4 p. m.,”

was again taken up and discussed at the regular meeting, held Monday, October 1.

It was the sense of the meeting that during the short time this rule was operative, the results were so highly satisfactory to both railroads and shippers, it was decided, on motion, to make a special effort to again place this rule in effect.

The Secretary was therefore directed to submit the matter for letter ballot, with the understanding that if the vote should be unanimously in the affirmative, the Secretary should arrange, through Mr. J. B. Eckman and the superintendent of each road for the rule to take effect five days after the vote is made unanimous.

It was also the sense of the meeting that Rule 3 should be interpreted to mean that freight which had arrived on the railroad company property, or in line ready for delivery *before* the hours named, should be received; all freight arriving on railroad company property, or not in line ready for delivery *after* the hours named, should be rejected. (See September minutes bearing on this matter, page 606.)

Will you kindly advise the undersigned not later than October 10, how you vote on the question? Yours truly,

The letter ballots received showed that all roads excepting the Big Four, voted in favor of the proposition as submitted; the Big Four vote contained a proviso to the effect that they be allowed a five-minute limit or leeway, beyond the hours named, to protect shippers who, for different causes, may arrive after the closing hour; this would enable shippers to unload freight on the platform such freight to be received, but not billed out until next morning, which prevented the vote from being unanimous. The representatives of the other roads present promptly declined to attempt to enforce the rule unless the Big Four modified its vote so as to conform with the other lines.

It was therefore decided, on motion, that the Secretary should refer all papers to Mr. Bender, with request that the Big Four reconsider its vote, and eliminate the provisions above named, and thereby place all lines on an equal footing.

The question was brought up as to the jurisdiction or authority to be exercised by Mr. J. B. Eckman, Inspector, in reference to allowing a limit or extension of time for receiving freight beyond that provided in the rule.

It was the sense of the meeting, and so expressed by motion, that the inspector had no discretion whatever in the matter.

Reports of Committees.

The following was read:

October 31, 1900.

Mr. G. B. Staats,
Secretary C. A. of R. R. O.,
City.

Dear Sir: Your memorandum of 29th. On account of being so busy, I have not had a moment's time to think about the paper in regard to handling oil tanks when on fire.

Yours truly,
H. F. BICKELL,
Assistant General Superintendent.

On motion, an extension of time was allowed Mr. Bickell.

Communications Received.

Omaha, Nebraska, October 23, 1900.

G. B. Staats, Esq.,
Secretary Ind. Div., C. A. R. R. O.,
Indianapolis, Indiana.

Dear Sir: I am sending you, by Adams Express, deadhead, this date, a copy of the minutes of the meetings of the National Association of Local Freight Agents' Association, held in Boston, in June of this year. Kindly accept same with the compliments of our Association.

Yours truly, JAS. ANDERSON,
Secretary.

The Secretary stated that he had acknowledged receipt, and thanked Mr. Anderson for his kindness, and that the copy of minutes would be filed for future reference.

October 26, 1900.

Mr. Geo. B. Staats,
Secretary C. A. of R. R. O.,
Indianapolis, Indiana,

Dear Sir: Owing to an insufficient number of members present, there was no meeting of the Car Foreman and Inspectors' Association, September 19 and October 17, 1900.

Yours truly, O. W. BRADWAY,
Secy. C. F. & I. Ass'n.

The Secretary announced that a letter dated October 1, had been received from Secretary Fetter in reference to admitting the Superintendents' Association, of Houston, Texas, as a Division of the Central Association of Railroad Officers; that the communication was received too late for the October meeting. A letter ballot was called for, resulting in a unanimous vote in favor of admitting the Houston Association, and that Secretary Fetter had been so advised under date of October 19.

The following circular letter was next read:

Placing Advertising Matter and Posters on Cars.

Central Association of Railroad Officers.

Cincinnati, Ohio, October 11, 1900.

To All Secretaries Central Association.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held October 9, the following communication was presented, relative to:

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, October 4, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. O.,

Cincinnati, Ohio.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held October 3, the following resolution was adopted:

Resolved, That it is respectfully recommended to the Central Association of Railroad Officers that stringent instructions be issued that no advertising matter be allowed upon the outside of freight cars by shippers, calling their attention to the following resolution of the American Railway Association, adopted October 17, 1895, namely:

'Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting, or otherwise placing advertisements or placards of any kind upon freight cars.'

Yours very truly,

(Signed) O. G. FETTER,

Secretary.

After discussion, it was moved and carried, "that the attention of the different Divisions be called to the resolution adopted by the American Railway Association, October 17, 1895, and ask that the matter be taken up by the different divisions for

the enforcement of the above rule, at the earliest possible moment."

Yours truly,

O. G. FETTER,
Secretary.

All present were in full accord with this resolution, some of the members stating that instructions based on the resolution were being observed on their lines.

In order to bring the matter before all of the Indianapolis roads the Secretary was directed to send a copy of the circular letter to each superintendent, and state this Association endorses the resolution, and ask all roads, members of the Association, to issue and enforce the instructions covered by the resolution.

Meeting adjourned.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, November 14, 1900.

Meeting called to order at 2:45 p. m. by President Loree.

The following lines were represented:

P. C. C. & St. L. Ry.	Mr. W. C. LOREE.
C. C. C. & St. L. Ry.	Mr. W. G. BAYLEY.
T. & O. C. Ry.	Mr. H. C. FERRIS.
Hocking Valley Ry.	Mr. M. S. CONNORS.
B. & O. R. R.	Not represented.
N. & W. Ry	Not represented.
C. S. & H. Ry.	Not represented.
C. A. & C. Ry.	Not represented.
B. & O. S-W. Ry.	Not represented.
C. & M. V. Ry.	Not represented.
C. H. & D. Ry.	Not represented.
O. & L. K. Ry.	Not represented.
C. & O. R. R.	Not represented.
O. R. R. R.	Not represented.
T. & O. C. Ex.	Not represented.
Penna. Co., Marietta Div.	Not represented.

VISITORS: Mr. L. B. Cooke, Agent C. C. C. & St. L. Ry.;
Mr. J. F. Youse, Agent Hocking Valley Ry.

Unfinished Business.

The question as to whether or not the Association could legally enforce the resolution passed at the May meeting, "that all carloads of freight received for distribution must be placed on an outside team track for unloading," was brought up for final action. After considerable discussion, and reference to the opinion of the different counsels, as printed in the September minutes, the following motion was offered by Mr. Connors:

I move that the matter be closed, as the action of the Association thus far has been approved by counsel.

Seconded by Mr. Bayley. Motion carried.

Secretary: As directed at last meeting, I took up with the A. D. T. Co. the matter of furnishing us more definite information as to number of deliveries, how long the service should continue, etc., and have the following reply:

Columbus, Ohio, October 24, 1900.

Mr. J. D. Berry,
Secretary Central Assn.,
Columbus, Ohio.

Dear Sir: Referring to my proposition of April 25, to handle for the various railroads of the city of Columbus their freight notices and railroad mail. In conversation with you recently I learned that my former proposition was not exactly satisfactory in its details, and you also asked if we could not make a better rate for this service. In figuring the rate for this service in my former proposition we made you the rate of two cents each for the first five thousand services, and one cent for each additional service, figuring that you would have anywhere from twelve to fifteen or eighteen thousand services in all. With the first proposition we agreed to take receipts for all freight notices, and make prompt delivery of all railroad mail,

and also agreed to furnish the necessary printed matter to carry into effect this service.

We still stand by this proposition as to rates, and have to say further, that while we can not name a better rate than this, and make the service entirely satisfactory, both to you and ourselves, we can offer this inducement in addition to our former proposition, namely: that we will so arrange our messenger service that your railroad mail and freight notices will be called for every hour during the business hours of the day, say for eight hours, from 8 o'clock a. m. to 4 'clock p. m. The trips will be regularly made by first class messengers every hour during this time, and this will make the service, as far as your railroad mail is concerned, practically a perfect one. The freight notices will be brought by these messengers going to and from your several offices direct to the main office of our company, where they will be taken care of by competent clerks, and delivered to the main portion of the city as often as four times a day, and to the districts farther out at least twice a day, and to the extreme ends of the city no less than once a day, and possibly twice a day. This will make the service a very satisfactory one to the railroad companies, and as we will make a separate department of our office to handle this business, we think there will be no difficulty whatever on the part of our company to give thoroughly satisfactory service, both to yourselves and to your patrons.

On the basis of twenty thousand services, the cost of the service, with your present manner of handling, would cost you just the same as it would cost with the method proposed by us, with this argument in our favor: a receipted delivery in each case of freight notices, much prompter delivery for all your railroad mail, and furthermore, all the necessary printed matter would be furnished by our company; so that figuring at the present time the railroad companies would not increase their expenses in the least, and would be given a service much more to be desired by them, and something each local agent feels the need of. For all future increases in business, which would

naturally come, the proportionate rate would decrease as the total number of services increased.

We do not feel that we can make any better rate on this service, and give you the kind of service which we think you would demand, and which we would not feel like undertaking unless we rendered the kind of service desired by you. If you desire to accept our proposition, and let us handle the business, we are willing to make a contract for the term of five years, more or less, as you may desire.

Very respectfully yours,

W. G. NEFF,

Assistant to President.

Mr. Connors: Do I understand that this proposition is recommended by the Local Freight Agents' Association; that they would receive much better service in the way of receiving receipts for notices sent out? Are all Columbus lines agreeable to this proposition?

Secretary: The agents are all agreeable, but the operating officers have not all been present to vote on the question.

Mr. Connors: In view of the fact that the Local Freight Agents' Association of this city has worked out the probable cost of the proposed service, if handled by the A. D. T. Co., and that that cost is but little, if any, more than the expense under the present plan, and that since unanimous action is necessary to make this a success I move that each of the railway companies in interest be requested to vote by letter ballot on the adoption or rejection of the proposition; that the resolution sent out embody the details as outlined in the local agents' report to this Association, and that the answers be filed with the Secretary of this Association on or before the 10th day of December, that the matter may be finally disposed of at our next meeting.

Seconded by Mr. Bayley. Carried.

Secretary: A resolution was passed at the June meeting, requesting the Secretary of this Association to take up with the

Central Association the matter of getting all lines to say to what extent they would allow loading in excess of the capacity of the car, and to have it compiled for the benefit of the different lines. The replies I have received all refer to ten percent in excess of the capacity, with the exception of the Toledo Association, and they say that the Equipment Guide gives all information necessary regarding the capacity of cars, etc. Replies were received from the St. Louis, Toledo, Cincinnati and Indianapolis Associations.

Mr. Connors: I move that the matter be closed, as I understand the Car Accountants' Association now have the matter up, and will shortly issue a circular.

Seconded by Mr. Bayley. Carried.

Mr. Connors: I move that the Secretary of the Association communicate with all of the Columbus lines, through proper official, calling attention to the report of the Local Freight Agents' Association on the "Switching Ticket," as published in the proceedings of our October meeting, on pages 653 to 655, inclusive, with request that they come at next meeting prepared to vote on the adoption or rejection of the proposed plan.

Seconded by Mr. Bayley. Motion carried.

Secretary: I was instructed at last meeting to take up with the General Superintendent of the P. C. C. & St. L. Ry., and receiver of the C. S. & H. Ry., the matter of violation of the closing order, by their local agents, in accepting shipments of perishable freight after the closing hour, and they both assure me that there would be no further violation of the rule, that they would instruct their agents to live up to the rule.

The Committee appointed to report on the matter of handling oil tanks was granted further time in which to file report.

New Business.

Cincinnati, Ohio, October 11, 1900.

To All Secretaries,
Central Association.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held October 9, the following communication was presented relative to

Placing Advertising Matter and Posters on Cars.

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, October 4, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held October 3, the following resolution was adopted:

Resolved, That it is respectfully recommended to the Central Association of Railroad Officers that stringent instructions be issued that no advertising matter be allowed upon the outside of freight cars by shippers, calling their attention to the following resolution of the American Railway Association, adopted October 17, 1895, namely:

'Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting, or otherwise placing advertisements or placards of any kind upon freight cars.'

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

After discussion it was moved and carried "that the attention of the different Divisions be called to the resolution adopted by the American Railway Association, October 17, 1895, and ask that the matter be taken up by the different Divisions for the enforcement of the above rule at the earliest possible moment.

Yours very truly, O. G. FETTER,
Secretary.

Mr. Connors: I move that the matter be submitted to the various railroads in interest for their adoption or rejection.

Seconded by Mr. Bayley. Carried.

Bill of the Central Association of Railroad Officers, \$10.75, was ordered paid, on motion of Mr. Bayley, seconded by Mr. Ferris.

On motion, duly seconded, meeting adjourned at 4:00 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division,
held in Rooms 335 and 336 Valentine Building, Toledo, Ohio,
Monday, November 12, 1900.**

Meeting called to order at 1:30 p. m. by President Sutherland.

The following members were present:

Ann Arbor R. R.	MR. M. D. FOHEY	Trainmaster.
C. H. & D. Ry.	MR. S. B. FLOETER	Superintendent.
C. N. R. R.	MR. W. D. STEARNS	Trainmaster.
L. S. & M. S. Ry.	MR. A. H. SMITH	Superintendent.
M. C. R. R.	MR. D. S. SUTHERLAND	Superintendent.
Penna. Co.	MR. W. H. POTTER	Superintendent.
P. M. R. R.	MR. W. D. TRUMP	Superintendent.
T. & O. C. Ry.	MR. T. F. WHITTEELSEY	Gen'l Supt.
W. & L. E. R. R.	MR. H. W. McMASTERS	Superintendent.

President: The minutes of the last meeting will stand approved as printed, unless there are objections.

Handling of Oil Tanks When Same are on Fire or in Wreck.

The Secretary stated that according to instructions he wrote the Standard Oil Co., Manhattan Oil Co., Paragon Oil Co., Sun Oil Co. and Craig Oil Co., as follows:

October 16, 1900.

Gentlemen: The Central Association of Railroad Officers seeks to ascertain information relative to the best and safest manner of handling tank cars, loaded with naptha, gasoline and other petroleum products, when derailed and possibly on fire or nearly so.

The action was suggested by the frightful accident at Parkersburg, W. Va., in July last, when officials and employees of the Ohio River R. R. were blown up in attempting to dispose of a burning oil tank on the main track.

The case above referred to is perhaps the most noticeable accident of the kind, but there have been similar ones on roads members of this Association in this territory.

We hope, as a result of this investigation, to be able to outline some mode of general procedure to prevent a repetition of such calamities.

It has been suggested, in order that it may be definitely ascertained what the contents of tank cars are, that it be a rule that each loaded tank car be suitably labeled, showing the character of contents, and also that all waybills accompanying same give corresponding information.

Yours very respectfully,

(Signed) W. GROGAN,
Secretary.

Replies were received as follows:

Toledo, Ohio, October 17, 1900.

Wm. Grogan, Esq.,

Secretary C. A. of R. R. O.,

Valentine Building, Toledo, Ohio.

Dear Sir: Replying to your favor of the 16th, will say that we will arrange to label the character of the oil shipped in our tank cars. When we ship water white oil it will be marked on our cards, also gasoline or lubricating oil.

Yours truly,

THE CRAIG OIL COMPANY,
(Signed) T. J. Watson, Manager.

Lima, Ohio, October 18, 1900.

Mr. Wm. Grogan,

Secretary C. A. of R. R. O.,

Toledo, Ohio.

Dear Sir: We have your circular letter, dated October 16, asking for information relative to the best and safest manner of handling tank cars loaded with naptha, gasoline and other petroleum products, when derailed, possibly on fire or nearly so.

We have no suggestions to make in reference to this matter, but will say, in this respect, that all our cars, or all cars belonging to tank lines, loaded with this commodity, have cards on the side denoting the kind of oil, and plainly stating naptha, gasoline, etc. These accidents often occur on account of negligence on the part of railroad employees, who take lanterns and look in the domes to see whether the cars are loaded or not, or go around the cars with hot rivets in order to cork leaks. These things, as you are aware, are all dangerous. We have had cars collapse from heat, but are not in position to give you any definite information in regard to the question referred to.

Yours very truly,

(Signed) B. F. BOWTELL,
Traffic Manager.

On motion, the Secretary was instructed to secure further information, if obtainable, and submit same at next meeting.

Mr. Potter called attention to the rules of the Pennsylvania Co. for handling wrecked oil cars, stating that while they did not entirely cover the point at issue, they had a bearing on the subject.

On request of the members a copy of the rules was furnished as follows:

1. Wrecks should, under no circumstances, be examined with lamps or any other lights.
2. In case oil cars are leaking, all fires or lights on or near the train should be extinguished or removed.
3. If the wreck is a serious one, the manholes on such cars as can not be immediately removed should be opened.
4. Lights for wrecking should be kept to windward, elevated if possible above and at a safe distance from the wreck.
5. Before moving any of the wreck, earth should be spread over all places where oil has been spilled.
6. When necessary to transfer oil from a wrecked car, it should be piped to another tank, a hole in the ground at a safe distance, or other receptacle, but under no circumstances allowed to spread over the ground.
7. Friction and sudden shocks or jars should be avoided. Therefore, when possible, jack the wrecked cars carefully into position, and only as a last resort attempt to clear up the wreck by dragging. When the latter is done, all persons should be kept at a safe distance.
8. As gas is at all times apt to be escaping from the manholes with covers off, or from other vents in the tank, lights should not be used near the cars having such openings; therefore, cars in transit should have such openings closed.
9. For smothering oil fires; earth, sod, or wet blankets should be used.

Cleaning Stock Cars.

On motion of Mr. Smith, who brought the question before the Association, the same was ordered tabled.

Car Service.

Mr. W. H. Potter, Chairman.

Cannel and Blacksmithing Coal.

The Secretary advised result of letter ballot as follows:

In favor 11

Not voting..... 1

The Chairman announced the ruling carried.

Ruling.

Rule 3 (e), of the Car Service Rules, applies on Cannel and Blacksmithing coal loaded in box cars, and that no exception to this rule be granted.

Proposed Ruling on Bituminous Coal.

“That the present rule, No. 3 (e), with reference to free time allowed on coal be enforced, and that no exceptions be made.”

After considerable discussion by the representatives of the coal-carrying roads, it was decided to lay the question over until the December meeting, and the Secretary was directed to write each Superintendent requesting him to come prepared to take the matter up with the hope of securing final action.

On motion, adjourned.

D. S. SUTHERLAND,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Illinois, November 20, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: No meeting was held the 13th inst., account no
quorum.

Yours truly,

A. J. ELLIOT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, November 9, 1900. \

Meeting called to order at 11:15 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .Not represented.
C. & A. R. R.Not represented.
C. B. & Q. R. R.MR. A. T. PERKINSSupt. Term.
"MR. J. A. CARNEYDiv. M. M.
Ill. Central R. R.Not represented.
B. & O. S-W. R. R. . . .Not represented.
Inters. Car Trf. Co. . . .MR. JNO. J. BAULCHTraffic Mgr.
L. E. & St. L. R. R. . .MR. H. C. BARNARDSupt. Term.
"MR. W. K. MORLEY. . . .Supt.
L. & N. R. R.Not represented.
Mo. Pac. Ry.MR. W. C. WATROUSSupt. Trans.
"MR. O. G. MUELLER. . . .Asst. Supt. Tr.
M. K. & T. Ry.MR. A. T. PERKINSSupt. Term.
M. & O. R. R.MR. J. D. GURGANUS. . . .Supt. C. E.
"MR. A. B. MINTON. . . .M. M.
National Stock Yards .Not represented.
C. P. & St. L. Ry.Not represented.

St. L. K. & N-W. R. R. Mr. A. T. PERKINS Supt. Term.
St. L. K. C. & C. R. R. Mr. F. X. ROEDERER . . Agent.
St. L. & S. F. Ry. . . . Not represented.
St. L. Transfer Co. . . . Not represented.
Term. R. R. Ass'n. . . . Mr. F. X. ROEDERER . . Agent.
" Mr. JNO. J. O'BRIEN . . . For. Car Dept.
T. St. L. K. & W. R. R. Not represented.
T. H. & I. R. R. . . . Mr. F. F. HILDRETH . . M. M.
Wabash R. R. Mr. J. A. HEETHER . . . Trainmaster.
Wiggins Ferry Co. . . Mr. S. M. DOLAN M. M.

VISITORS: Mr. Wm. M. Prall, Manager Car Service Association; Mr. Chas. Waughop, Joint Car Inspector.

President Perkins: Owing to lack of quorum, no meeting of this Division was held in the month of October. As you know our Division requires a large number of members present to make a quorum. There are twenty-two members, and it takes twelve to do business.

The proceedings of the September meeting were sent out sometime ago to all members; if anyone has not received a copy, there are copies on the table. Unless there are objections, they will stand approved as printed.

We have with us this morning a Committee from the Joint Car Inspectors' Association, who have a report they wish to make to this Association. As a matter of courtesy to that Committee, some of whom are in a hurry to get away, I will suspend our regular order of proceedings, and ask them to make their report at the beginning of the meeting.

Mr. Minton is Chairman of the Committee, and we should be glad to hear from him.

Mr. Minton: I will say, Mr. Chairman, that we have been appointed a committee from the Joint Car Inspectors' Association at a meeting this morning to explain to you, gentlemen, the difficulties under which the mechanical departments of the different roads are laboring in regard to trying to comply with

the Interstate Commerce law pertaining to automatic couplers. We find that it is a very troublesome undertaking; that it necessarily will entail more expense to comply with the requirements of this law. Our Joint Inspector has a report which, with your permission, we would like to read, showing a number of cars handled during the forty-five days ending October 31, together with the number of couplers that were objectionable to the Interstate Commerce Commission, and you will find that the report will certainly surprise you, and yet these cases are in open violation of the law. Your mechanical departments in making repairs are making every endeavor to comply with the law, but we find that some of the roads are not making the efforts they should. There are various reasons why they should not, but after hearing from Mr. Waughop, we would like for you to consider them, and if you can help us in some way to induce the Interstate Commerce Commission to be as lenient as possible, owing to the fact that there are 109 different couplers in use in the United States, and yet they all come within the range of this law. You will also readily understand that it is practically impossible for any road to undertake to carry stock for repairs to these 109 couplers. It would take an immense amount of money, and there is no road anywhere that is willing to undertake such an expense when it can be cut down to a limited amount. We do not propose to deny anyone the right to use such couplers as they wish, but we do say there should be a limit somewhere, and we think, with the co-operation of this Association, that there is a possibility the number could be cut down, and do justice to all.

Mr. Waughop here read the report mentioned above, showing $1\frac{1}{8}$ percent of the total number of cars handled within the period named were reported as having defects.

Mr. Dolan: The question of delivering cars in interchange, with couplers operative, has been the cause of a great deal of discussion. The method of investigation was brought up by the Interstate Commerce Commission. If you will read the report you will find that they are reporting cars as having couplers

inoperative when there is nothing short except a small cotter pin; they also report couplers as inoperative when the lifting rod would rub a little hard on the brake staff, and there is a number of defects that does not affect the coupler but which is reported as inoperative. The matter was brought out this morning at our meeting, and it was decided that we would endeavor to bring the matter before the proper Associations. We are going to make an extra effort, even if necessary to increase the expense of our inspection, and we think the members should understand the reason for the extra expense. We feel that after we have done this, we have done everything we can, and we call on you to help us, and put the matter before the American Railway Association in such a way that they will ask for the desired relief.

Mr. Minton: I also desire to call your attention to the fact that these experts, sent out by the Interstate Commerce Commission, claim that anything in violation to the original design of the coupler is in violation of the law, as, for instance, there may be some parts of a certain coupler that would require a one-half inch bolt two inches long; it might do to substitute a one-half inch cotter pin, which does not in any way affect the operation of the coupler, yet these inspectors claim that it is inoperative from the fact that it is a violation of the original design. He goes to Washington, looks at the blue prints, etc., and familiarizes himself with them; if he goes to your road and finds your knuckle pin is not a cotter, he claims that it is inoperative, and won't pass it. If your inspector had placed something in the hole which would make it just as secure as a cotter key, he is not willing to pass it. What we want is for this Commission to adopt some one plan, and let us get down to it. We can not carry 109 different designs. If you can see your way clear to consider this matter, and look at it from all standpoints, we will greatly appreciate it. This committee is ready at any time to give you any assistance we can.

Mr. O'Brien: In asking for relief, the car department wants to know what is to be done during the time this matter is under

discussion. If we accept cars with the defects named, although entirely safe, we stand subject to a fine. There is considerable expense attached to the carrying of a stock on hand that will provide for all kinds of parts subject to damage.

Mr. Gurganus: When I take this matter up with our President, he looks at it from a legal point of view, and charges us to not neglect anything. There are 109 different kinds of parts and attachments, and different kinds of improvements are made daily. You carry a small amount at the different places, and you are required to maintain the couplers in accordance with the prints on file in the patent office, and if the repairs does not comply completely, we are subject to a fine. The average inspectors are not mechanical engineers. We are supposed to carry on hand parts of all the different kinds, as shown in the prints on file in Washington to conform with the original design of any coupler. Some roads are carrying five or six thousand dollars worth of stock. What are we going to do about it? Pay the fine, or carry the stock? Adopt one form of coupler throughout the United States, pay the other fellows something, if necessary, to make one coupler that we can work to. The idea of adopting a uniform coupler was to do away with the old link and pin coupler, but it was not intended to work a hardship on the roads, such as recent developments have demonstrated.

President: The adoption of a uniform coupler is, I should imagine, a considerable distance off. Has the Joint Car Inspection Association discussed any definite suggestions as to a working basis until some final disposition of that kind can be reached?

Mr. Minton: We have no choice in the matter; it does not make any difference to us. All we want is to keep down the unlimited source or trouble we now experience. Your inspector may not have a cotter pin for a certain car, and the Government Inspector holds it up and says he will report him. Another thing we do not understand is why these men come around in such a shadowy way. Why don't they come around and talk to us? We do not understand that this law was created to be a burden on anyone, but the way these men come around, their

mode of conducting their business is entirely foreign to any other class of business. We think that the co-operation of your Association, with this end in view, can be made to remedy these things to a great extent. If you have a Janney coupler on your road, and a bolt happens to get out, and your inspector puts in a key that is just as safe, you are subject to a fine.

President: What I understand is wanted is to get the Interstate Commerce Commission to make a ruling that couplers are operative so long as the general character is maintained, and as long as they are in good condition, and can be used with safety; and that would practically cover the needs at the present time.

Mr. Minton: We do say that simply because a bolt for a cotter is used that the coupler is not inoperative, and it is in as good condition as when it started out.

President: If there is no objection, we will consider this matter of inoperative couplers open for discussion.

Mr. Barnard: Has this subject been taken up at any other point?

President: There has been considerable talk about it, but that is all.

Mr. Carney: They are having considerable agitation in Chicago over this matter. I received a report some four weeks ago from Mr. Brown, of the Interstate Commerce Commission at East St. Louis, about forty-seven cars that were inoperative, and in every case there was something radically wrong, either the pin lever would not lift, or something of that nature, but we did not find a case where cotter was used in place of a pin. I do not see that they can criticise us provided the coupler is operative.

President: This committee reports about $1\frac{1}{8}$ percent of the total number of cars inspected as having what would be termed inoperative couplers; that is, 3,500 out of 300,000 cars inspected.

Mr. Dolan: That report embraces the inspection made by the local car inspectors, while the report of the Interstate Commerce Commission would indicate from 20 to 26 percent, quite

a difference between the local and the Interstate Commerce Commission Inspector.

Mr. Barnard: That report only refers to the pin lifting design?

Mr. Dolan: Our report does not refer to the lock or attachments.

President: That makes the case clearer. There is a great difference between these two percentages. I would suggest that we have this subject made a special order of business at the next meeting, and have everybody come prepared to discuss the matter.

Mr. Barnard: I move the matter lay over until next meeting.

Mr. Baulch: Second it.

President: It is moved and seconded that the matter of inoperative couplers as brought to the attention of this Division by the Committee from the Joint Car Inspectors' Association this morning, be laid over until and made a special order of business at the next meeting.

Carried.

President: The first subject on our docket today is the report of Committee on reprinting review of proceedings of this Division: Messrs. Clarke, Dunlap and Sands are on that Committee, neither of whom are here today. I will state that the Committee at the last meeting were granted some further time to elaborate their report—a partial report having been made; and the matter will again have to go over until the next meeting.

The next subject is the matter of responsibility for chains on double loads. This matter has been up in this Association for several months, and at the September meeting the matter was referred to the Local Freight Agents' Association for their ideas. They have made report somewhat in line with the discussion of this Division. I will ask the Secretary to read the report.

Secretary reads:

St. Louis, Missouri, October 19, 1900.

Mr. F. E. Anderson,
Secretary C. A. of R. R. O.,
City.

Dear Sir: Your letter of October 13, asking for recommendation of this Association on the handling of chains on double loads in interchange, was laid before our meeting on 15th inst., and a resolution was passed to the effect that it is the opinion of the Association that chains on double loads should be removed by car department of delivering line on arrival at junction point, or destination, which decision I was instructed to convey to you.

Yours truly, H. E. WATKINS,
Secretary.

President: This Association is now ready to take action on this matter. The letter just read its practically the general opinion expressed by our members at previous meetings, that the chains should be removed before the cars are given to connecting lines, unless special arrangements are made to let them go through. Owing to misunderstandings about this matter in the past on account of loss of chains, it would seem very desirable for us to adopt a definite rule which would be understood as defining where responsibility for their loss rests.

Mr. Heether: What responsibility do switching lines assume?

President: When this subject was first brought up, the particular case referred to was a double load delivered to the Wiggins Ferry Co. by the St. L. K. & N. W. for the Iron Mountain. The chains were allowed to go through on the double load, and the bill for the load showed the chains as being on the cars. The Wiggins Ferry Co. admitted receiving the chains, and claim they delivered them to the I. M. The I. M., however, claim the chains were not on the cars when they got them. The Wiggins Ferry Co. refuse to accept responsibility for the chains, as they stated they did not care anything about the chains being there, and as no regular charge was made. The

result was, until this matter was gone into pretty exhaustively, the K. Line was out the value of the chains. The practice of putting chains on double loads seems to be decreasing anyway.

Mr. Roederer: Switching lines are adverse to accepting charges. I will make a motion that the action recommended by the Local Freight Agents' Association in regard to responsibility for chains on double loads be adopted by this Association.

Mr. Baulch: It would seem to me a definite resolution should be made by some member of this Division.

Mr. Mueller: To remove the chains would place the Iron Mountain in bad position. I do not believe the terminal companies would care to accept cars without chains. The Terminal Co. might get double loads for Vandalia, and it certainly would not be safe to handle without chains.

Mr. Roederer: We would let our car departments put on chains, if necessary.

President: Both the Bridge and the Wiggins Ferry Companies have expressed themselves in favor of this practice. My recollection is that Mr. Sands at the August meeting expressed himself in favor of it. It was his idea that the delivering road should remove the chains. I have heard no second to the motion made by Mr. Roederer.

Mr. Barnard: I will make a motion that chains on double loads should be removed at the Junction point by the delivering line, unless mutually agreed to the contrary.

Mr. Heether: I will second that motion.

President: It is moved and seconded that it is the sense of this Association that chains on double loads should be removed by the delivering road at the Junction point, unless otherwise mutually agreed upon by the lines interested.

Carried.

The next subject is Committee on handling oil tanks when on fire or in wrecks. Messrs. Fritch, Fitzgerald and Duane. The Chairman of that Committee asks for further time, as Committee has not yet been able to get all the information that he

has asked for. The Committee, among other things, has the matter up with the Standard Oil Co.

There is also a Committee on adjusting of loads on cars. Messrs. Baulch, Fitzgerald and Fritch are on that Committee. I will ask the Secretary to read their report.

Secretary reads:

St. Louis, Missouri, October 8, 1900.

John Fitzgerald,

Supt. L. & N. R. R.,
City.

L. C. Fritch,

Supt. B. & O. S-W. R. R.,
Washington, Indiana.

Dear Sirs: At the last meeting of the Central Association of Railroad Officers, St. Louis Division, L. C. Fritch, Superintendent B. & O. S-W. R. R., and Superintendent John Fitzgerald, of L. & N. R. R., with the writer, were appointed a Committee to formulate recommendations on the following resolution, presented by the Local Freight Agents' Association of St. Louis:

"It is the sense of this Association that all loads which require adjusting before the cars are in a fit condition for transportation, should be straightened by the delivering line."

The resolution is the outcome of a discussion originating in the St. Louis Railway Club, and the features presenting themselves to me are:

1st. Where the railroad makes *direct* connection with connecting railroad (not via switching line), it is the freight, and not the car, which is tendered, and if the load is not. to their idea, in forwarding condition, the receiving railroad should make it so.

2d. If the railroad company, delivering load requiring adjusting because of no direct connection, hands it to a switching line, and whose revenue would not cover the expense of straightening load, then delivering line would naturally be expected to make load in good condition.

3d. The burden of this expense and labor in straightening loads, extra switching, etc., has been put upon the terminal and transfer lines in St. Louis and East St. Louis, because inspectors only examined the car, not the load, and any load of poles, lumber, iron pipe, timber, structural iron, or like commodity, could be in as bad condition as to load as possible, if running gear and car itself were all right, inspector would pass it, only to be held up either on the transfer lines' tracks or by receiving road, as "a load in bad condition, not in shape to forward." Result—delay, question as to liability, diversion of business, unnecessary correspondence and expense attendant on such cases.

4th. With the M. C. B. rules governing the loading of lumber, logs, stone, structural iron, etc., it would seem to me that even though an inspector could not be at the loading point to see that all such cars were loaded in accordance with the rules, that when such cars arrived at termini they should be inspected under such rules, and the load put in proper shape before offering to switch, transfer or connecting railroad. In other words, the Joint Car Inspector at this point should have entire jurisdiction and authority to card for straightening and putting loads in proper shape, and this authority should be delegated to the Joint Car Inspector and his assistants at St. Louis and East St. Louis, and they held to the responsibility of the same as for defective cars.

Kindly give this your consideration, make such changes and suggestions as your judgment dictates, in order that we may report at meeting, Friday, October 12.

Yours truly,

JNO. J. BAULCH,
Chairman.

St. Louis, Missouri, October 11, 1900.

Mr. Jno. J. Baulch,
Chairman, City.

Dear Sir: I have your favor of October 8, with reference to whose duty it is to straighten out and put in proper shape

carload shipments. My judgment is in accordance with the expression contained in the fourth paragraph of your letter, that is, I think the loads should be put in proper shape for transportation by line bringing them into terminals, and that the question of whether or not the load is in proper position be decided by Chief Joint Car Inspector Waughop.

Yours truly, JOHN FITZGERALD.

President: As I undersand it, this is not yet a complete report.

Mr. Baulch: I believe it is about as complete as you will ever get from the Committee. I wrote Mr. Fritch, but have heard nothing from him. I presume the Association could as well take the matter up now and dispose of it.

Mr. Barnard: As I understand it, this subject has been up a number of times with the mechanical department. Personally, I think the inspection of the load should govern the same as the inspection of the car. I never have heard what the objections of the mechanical department were against permitting car inspectors to control this matter.

Mr. Mueller: So far as I can see, I believe the delivering line should have the load in proper shape, especially at St. Louis. It is unfair to have car pass to Wiggins Ferry Co., and have some line in East St. Louis refuse it. My opinion would be that the car inspector should pass on the load as well as the condition of the car.

Mr. Carney: I would be glad to see the delivering line responsible for shifted load.

Mr. Dolan: The Joint Car Inspectors' Association has been endeavoring for sometime to have the question decided as to who would be responsible for straightening the load. I think the delivery line should give car to receiving road in good condition.

President: If we are to take the position that the delivering road is to be responsible for putting loads in proper shape, I see no other way than to put that duty on the Joint Car Inspectors.

Mr. Hildreth: The Vandalia Line always aim to have their inspectors take full record, anticipating that the case will come up for readjustment. Lumber causes us more concern than anything else in St. Louis, and we aim to adjust those loads when they shift.

Mr. Dolan: I can not see any great objection to the car inspectors taking care of this, but there should be a very complete understanding as to just how far they are to go in the matter. There also should be an agreement as to the acceptance of their decisions. So far as I am concerned, I believe it can be worked out all right. It will cause some extra expense, and that, of course, has been the great objection heretofore.

Mr. Morley: We have heavy deliveries of such commodities as are likely to shift at New Albany, and we always, in delivering to connections, straighten the loads ourselves. One of the principle objects is to hurry the business. I do not think, if the duty of looking after these loads was put on the car inspectors, it would increase the expense.

Mr. Baulch: I move that it is the sense of this Association that all loads which require adjusting before the cars are in fit condition for transportation shall be straightened by the delivering line, and that the Joint Car Inspector shall have jurisdiction over such cars.

Mr. Morley: I second the motion.

President: You have heard the motion in regard to responsibility for condition of loads. All those in favor of the motion, which has been duly seconded, please say aye.

Carried.

President: The next matter is the application made by the Superintendents' Association, at Houston, Texas, for admission as a member of this Association. That matter was shown on the call to be voted on today. A motion is not necessary, but a vote will be called for. The Secretary will call the roll of those present.

Mr. Heether: I move that the President be authorized to cast the ballot.

Mr. Roederer: I second the motion.

President: It is moved and seconded that the President cast the vote of this Division on the application for admission made by the Association, at Houston, Texas. Those in favor, please say aye.

Carried.

President: It is my pleasure to vote favorably on the proposition referred to. The Secretary will read such other correspondence as he has.

Secretary reads:

Cincinnati, Ohio, October 11, 1900.

To All Secretaries Central Association.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held October 9, the following communication was presented relative to

Placing Advertising Matter and Posters on Cars.

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, October 4, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held October 3, the following resolution was adopted:

Resolved, That it is respectfully recommended to the Central Association of Railroad Officers that stringent instructions be issued that no advertising matter be allowed upon the outside of freight cars by shippers, calling their attention to the following resolution of the American Railway Association, adopted October 17, 1895, namely:

Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilat-

ing and defacing cars by nailing, pasting or otherwise placing advertisements or placards of any kind upon freight cars.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

After discussion, it was moved and carried, "that the attention of the different Divisions be called to the resolution adopted by the American Railway Association, October 17, 1895, and ask that the matter be taken up by the different Divisions for the enforcement of the above rule at the earliest possible moment."

Yours very truly, O. G. FETTER,
Secretary.

President: If there is no objection the Secretary will notify Mr. Fetter of the action taken some months ago by this Division on the subject matter.

There are two other subjects that are offered to the Association for discussion. Mr. Roederer has a motion which he wishes to present to confirm a motion made by the Local Freight Agents' Association.

Mr. Roederer: Moved that a charge of not less than twenty-five cents per car for each weighing be made for the weighing of cars on scales of private industries, when for their benefit and account.

There is now, so far as we know, no uniform practice in the city on this matter. Some of the terminal lines make a charge for weighing cars for certain firms; some make no charge. We have now arrived at the point where we think a charge should be made, and the charge should be uniform. Our idea in naming twenty-five cents is that no charge shall be made at a less figure. A carload and an empty would cost fifty cents. We would like, if possible, to get some action on the matter today.

President: I believe the resolution is a very good one. My only objection is that the minimum charge is too small. We charge \$1.00. However, I am willing to support the proposition, making the minimum charge twenty five cents.

Mr. Roederer: The motion is intended to cover weighing on private scales. If we moved a car from one yard to another, we make a charge of \$2.00.

Mr. Mueller: Before voting on that resolution I would ask, would it affect the prices the Missouri Pacific is now making?

Mr. Roederer: No, sir. The figure named is a minimum one.

Mr. Mueller: That being the case, I will second the motion.

President: You have heard the motion; all those in favor will say "Aye."

It is a vote.

One other matter is brought up as to whether members of our Association wish to make any protest in regard to the divergence of Cupples Station from the prices and practices sanctioned by this Division.

I would like to see a committee appointed to wait on Mr. Brookings and protest against these divergences from the general practice of the roads, especially considering the fact that the railroads finally pay for all the work done there. I will make that as a motion.

Mr. Heether: I will second the motion.

President: It is moved and seconded that a committee be appointed to wait on Mr. Brookings, of Cupples Station, and protest against the divergences from the general practice of the railroads in certain methods and prices at Cupples Station. All those in favor of the motion please say Aye. It is a vote.
Committee: Messrs. Perkins, Heether and Dunlop.

There is one other matter on our docket, and that is the question of tonnage rating of engines. The matter, however, is one worthy of a great deal of discussion, and I am afraid we shall not have time to open it this morning.

If there are no other matters to come before the meeting, a motion to adjourn is in order.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., November 14, 1900.

Both the President and Vice-President being absent, Mr. H. S. Mitchell was chosen Temporary Chairman, and presided during the meeting.

The representation was as follows:

A. T. & S. F. Ry.....	MR. H. W. SHARP.....	Supt. Ter.
“.....	MR. J. I. CONWAY.....	Live Stk. Agt.
C. & A. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
C. M. & St. P. Ry.....	(Not represented.)	
C. R. I. & P. Ry.....	MR. C. W. JONES.....	Div. Supt.
“.....	MR. J. R. BLAIR.....	Supt. Ter.
“.....	MR. H. N. REED.....	Live Stk. Agt.
K. C. & N. C. R. R. ..	MR. W. J. STONEBURNER.	Supt. Trans.
K. C. Belt Ry.....	(Not represented.)	
K. C. F. S. & M. R. R. .	MR. H. S. MITCHELL ..	Supt.
“.....	MR. J. H. ASHLEY.....	Car Ser. Agt.
K. C. N. W. R. R.	MR. R. P. ISITT.....	Agent.
K. C. South. Ry.....	MR. F. S. RAWLINS....	Supt. Car Ser.
K. C. Sub. Belt R. R. .	MR. F. S. RAWLINS....	Supt. Car Ser.
K. C. St. J. & C. B. R. R. .	MR. E. G. FISH.....	Supt. Ter.
“.....	MR. R. K. SMITH.....	Asst. Supt.

M. K. & T. Ry MR. L. W. WELCH Supt.
Mo. Pac. Ry MR. C. E. CARSON Supt. Ter.
" MR. F. K. TUTT Live Stk. Agt.
St. L. & S. F. R. R . . . (Not represented.)
Union Pacific R. R . . . MR. A. T. PALMER . . . Asst. Supt.
Wabash R. R. MR. JAS. LAUGHLIN . . . Trainmaster.
" MR. U. B. DARNALL . . . Agent.
Union Depot Co. (Not represented.)

VISITOR: Mr. E. E. Mote, Manager, Missouri Valley Car Service Association.

Chairman: As usual, the minutes of the last meeting having been printed will stand approved unless objection is made.

Unfinished Business.

Notice on Passenger Equipment Delivered.

Chairman: Under the head of unfinished business comes the consideration of a resolution which was offered at the last meeting, relative to notice to be given of the delivery of passenger equipment, which was laid over with the idea that it would be brought up for vote at this meeting.

The Secretary will read the resolution as offered.

(The Secretary read from page 676, October proceedings.)

Chairman: What is the pleasure of the meeting respecting this resolution? This resolution was discussed at the last meeting, and, as I recall it, the resolution was very well received, but it was thought best to let it go over until this meeting to see whether anything would develop indicating that it would not be desirable.

If there is no discussion, and some member will make a motion, I will submit the resolution.

Mr. Carson: I move the adoption of the resolution as read.
Seconded by Mr. Welch and carried.

Roads not Members of the Joint Inspection Association.

Chairman: Another matter which comes under the head of unfinished business is advice from the Secretary as to what he has done towards carrying out a resolution passed at the last meeting directing him to address letters to the superintendents of the different lines not members of the Joint Car Inspection Association, urging them to use their influence with the mechanical departments, to the end that the lines become members of the Joint Car Inspection Association.

Secretary: As instructed, I wrote to the superintendents of the St. L. & S. F., St. Joe & Grand Island, and Kansas City Southern, and have received the following replies:

St. Louis & San Francisco Railroad Company.

Springfield, Mo., November 5, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: In reply to your favor of the 28th ult., in reference to the 'Frisco securing membership in the Joint Car Inspection Association at Kansas City, this is to advise that our Mr. G. A. Hancock, Superintendent Machinery, is handling the matter direct with the Association, and will advise whether this company will become a member or not.

For your information, will say that our company has always been governed by the rulings of the Joint Car Inspection Association at Kansas City.

Yours truly,

(Signed) A. O'HARA,
Superintendent.

St. Joseph & Grand Island Railroad Company.

St. Joseph, Mo., November 6, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: Replying to your favor of the 28th ult., asking that we become a member of the Joint Car Inspection Association at Kansas City, inasmuch as our conditions at Kansas City differ considerably from the other lines there, we do not consider it at present necessary to join the Association.

Yours truly,

(Signed) J. BERLINGETT,
Superintendent.

Mr. W. Coughlin, Superintendent of the Kansas City Southern, acknowledged receipt of my letter, and requested that I send him a statement showing the roads that are at present members of the Joint Car Inspection Association, which I did. I have heard nothing further from him.

Chairman: I do not know that there is any further action this Association can take.

Correspondence.

Advertisements on Cars.

The Secretary read a circular letter from Secretary Fetter, asking that all Divisions take up and enforce the American Railway Association rule prohibiting the placing of advertisements on cars.

Chairman: Does this Division wish to take any action on Mr. Fetter's letter?

Mr. Smith: I think it would be sufficient to have the Secretary advise Mr. Fetter that this matter is already covered by a rule of this Association.

Chairman: If no objection, it will be disposed of in that way.

Local Agents' Dues in National Ass'n of Local Freight Agents.

The Secretary read the following letter from the Secretary of the Local Freight Agents' Association:

Kansas City, Mo., Nov. 8, 1900.

Mr. B. H. Garrigues,

Sec'y Central Ass'n R. R. Officers.

Dear Sir: At the last meeting of the Local Freight Agents' Association the matter of National Association of Local Freight Agents' Associations' annual dues, \$2.00 per membership, due from the Kansas City Local Freight Agents' Association, was discussed at length, some of the members being of the opinion that these dues should be taken care of by the Central Association of R. R. Officers the same as the other expenses incurred by the Local Freight Agents' Association, resulting in a motion carried as follows:

"That the Secretary present to the Central Association of Railroad Officers matter of assessment of \$2.00 per member, made by the National Association of Local Freight Agents' Associations, with request that if agreeable to the members of the Central Association of Railroad Officers that the assessment expense be cared for by that Association the same as other expenses incurred by the Kansas City Local Freight Agents' Association.

For your information, our membership numbers twenty, and the annual dues assessed by the National Association amount to \$40.

Please place before the next meeting, and advise decision of that body as soon as convenient.

Yours truly,

(Signed) U. B. DARNALL.

Secretary.

After some discussion it was moved by Mr. Welch, and seconded by Mr. Stoneburner, that each agent take the matter up with his own company and request that the \$2.00 membership dues be borne by the company.

Carried.

Time for Accepting Orders for Stock Shipments.

Secretary: Here is a letter which I received from a committee of the Kansas City Live Stock Exchange:

Kansas City Stock Yards, Mo., Nov. 7, 1900.

Mr. B. H. Garrigues,

Sec'y C. A. of R. R. O.

Dear Sir: The undersigned committee was appointed by the Kansas City Live Stock Exchange to confer with your Association in reference to the recent rule promulgated by your Association requiring car orders, block and pen numbers to be filed not later than 3 p. m., and we respectfully request that you grant the committee a hearing at as early a date as possible, advising time and place, obliging,

Very respectfully,

(Signed) H. P. CHESLEY,

JNO. C. MCCOY,

R. D. DUNCAN,

M. D. SCRUGGS,

Committee.

On receipt of this letter I conferred with President Rider as to the advisability of giving the committee a hearing at this meeting of the Association, and receiving his sanction, I notified the committee that we would be glad to meet them at this place at 3 p. m. today and discuss the matter. I have received their reply, stating that they will be on hand.

Mr. Carson: Before this committee is invited in I think it would be a good idea to bring the question up before the Association and ascertain the attitude of our members. The stock

yards company and the commission men are very anxious that this 3 p. m. rule should be done away with, and I would like to say that we are finding it very difficult to get our trains out anywhere near on time, even shutting off orders as we do at 3 p. m., and to extend this time any further, it does seem to me will work a hardship on all of the lines handling stock on evening trains.

Our evening trains are scheduled not only to handle stock but packing-house product and other perishable and important freight accumulating during the day.

Chairman: If there is nothing further to offer we will receive the committee.

(The committee, consisting of Messrs. Chesley, McCoy and Scruggs, was here introduced.)

Chairman: Gentlemen, I will say for this Association that we are very glad to have you with us, and the subject you have to present will be given due consideration.

Mr. Chesley: We are glad to have an opportunity to meet with you. We were appointed by the Kansas City Live Stock Exchange a short time ago to investigate the order now in effect requiring car orders, block and pen numbers to be turned in by 3 p. m. At a meeting of the exchange, which was quite largely attended, it was the unanimous opinion that the rule was a pretty hard proposition to work under.

The committee has conferred with some of the local representatives of the railroads at the stock yards and with the stock yards company, and we find that the order, which, as we understand it, was issued by your Association, does not suit the requirements at the yards. It is impossible to get satisfactory results under the present rule, owing to the late arrival of stock and the large amount of business to be done; also the buyers who come in here arrive late very often. While we all recognize the fact that it is absolutely necessary to have some fixed time when this information shall be given, we think the present hour too early. We would like to confer with you with a view to having this time extended. After a full discussion of this

subject by the members of the Exchange it was thought that a rule requiring car orders to be turned in by 3 o'clock and block and pen numbers by 4 o'clock would suit all interested and would find everyone working with a view to facilitating the business and getting it out on time, to the benefit of the railroads, the stock yards company and the people who buy and sell stock.

We find the greatest difficulty in getting the stock weighed and the block and pen numbers in our possession by 3 o'clock. The firm I represent had six cars held over last night. The stock was in the alley at 3 o'clock, being weighed, and it was impossible to give the block and pen numbers, but we could have done it at 3:45 or 4 o'clock.

The present rule encourages some shippers to give fictitious block and pen numbers, when, as a matter of fact, their cattle is in the alleys waiting to be weighed, which causes confusion and delay.

Chairman: I am inclined to think that the Association would not want to take definite action today, but I believe we will consider the matter of sufficient importance to appoint a committee to look into it further and report at the next meeting or possibly at a called meeting.

(The committee of the Live Stock Exchange then retired.)

Mr. Carson: I move that a committee of five be appointed to look into this question, conferring with the committee of the Live Stock Exchange, report to be made at the next meeting.

Seconded and carried.

Chairman: I will appoint as members of that committee the representatives of the Burlington, Missouri Pacific, Rock Island, Santa Fe and M. K. & T., Mr. Fish, of the Burlington, to be Chairman of the Committee.

Reports of Committees.

Report of Committee on Grain Door Question.

Mr. Carson: The Grain Door Committee is ready to report.

At the last meeting of the Association the committee was given further time in which to confer with four of the lines which had not voted on the proposition recommended by the committee on the grain door question.

Since the last meeting the Union Pacific and Kansas City Southern have cast their votes in favor of the recommendation of the committee, making nine affirmative votes, five negative and three not voting. This carries the proposition.

The resolution proposed by the committee is as follows:

“Elevators will be required to take out all temporary grain doors from inbound shipments with as much care as possible, saving intact as many of the doors as possible. Such doors as are not destroyed in removing them from cars will be held by the elevators and returned to the incoming roads, or the elevators will pay forty cents each for such doors, should they not return them.

“The outbound carrying lines will pay the elevators sixty cents per door, or have the alternative of furnishing grain doors or sufficient lumber to make them, and paying fifteen cents per car to the elevators for labor and nails. This to apply to side doors only, not provided with permanent grain doors, and but one door for each side opening.”

This proposition was submitted to the elevator people through the secretary of the board of trade, but it has not yet been accepted by them.

It is the recommendation of this committee that we adopt this substitute resolution as the rule of this Association.

Mr. Welch: I would like to ask if made-up grain doors are furnished whether we are then expected to pay fifteen cents per car?

Mr. Carson: It is my understanding not, Mr. Welch.

Mr. Laughlin: It looks to me like this would be all right for the inbound grain lines, but would work considerable of a hardship on the lines taking the grain out in raising the price of a door from twenty-five to sixty cents. It looks as though the inbound lines were anxious to do this to get back their doors, while the outbound lines are being taxed with the extra expense. It is true the road that objects can furnish the elevators with grain doors and avoid paying sixty cents per door.

Mr. Carson: The question is, whether twenty-five cents is a fair price to pay for grain doors. Everybody agrees that they are worth more than that. We have got to pay more for grain doors than we have been paying. This proposition contemplates some recompense for the doors which are being delivered to the elevators.

Mr. Smith: We are getting the question back to the point where we began. If we have voted on the proposition as it stands in the resolution offered by the committee it seems to me that the Association should be prepared to vote on it.

Mr. Jones: I move that the report of the committee be accepted and the committee discharged.

Seconded and carried.

Mr. Carson: I move that the resolution as recommended by the committee be made a rule of this Association, to take effect December 1, 1900.

Seconded by Mr. Smith and carried.

New Business.

Request of the Missouri Pacific for Permission to Waive Car Rental on Material for Contractors Constructing Bridge for that Company.

Mr. Carson: We are building a new bridge across the Kaw River, in the construction of which the contractors are getting crushed stone on the line of the Kansas City Belt. As a cour-

tesy to the contractors doing this work, we would like to waive the car rental of \$3 00 per car on the cars used in this service.

I have told our management that this car rental is a requirement of the Superintendent's Association, and that it would be necessary for us to have authority from this Association before the car rental could be waived.

Mr. Smith: I move that the Missouri Pacific be granted permission to waive car rental on their own cars used in the service of the contractors building their bridge.

Seconded and carried.

Transferring Asphalt in Sacks.

Mr. Carson: We have received a circular notice from the agent of the M. K. & T., stating that that line will in the future consider asphalt in sacks as nontransferable. As this commodity is not included in the list of nontransferable commodities as adopted by this Association, I should like to know whether the Association wants to consider it as nontransferable. For my part I do not know why it should be so considered.

Mr. Jones: I move that Mr. Welch show cause at our next meeting as to why such a notice was issued.

Seconded and carried.

Chairman: As it is quite late, I think it would be well to postpone discussion on tonnage rating until the next meeting.

Adjourned. Date of next regular meeting, December 12, 1900.

H. S. MITCHELL,
President pro tem.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

Louisville, Kentucky, November 16, 1900.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: There was no meeting of the Louisville Division November 12, on account of no quorum.

Yours truly,

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

DECEMBER.

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1900.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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 B. W. TAYLOR.....1st Vice-Prest.
 T. F. WHITTELSEY....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

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F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
.....	"	Houston "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, was held in Room 71, Carew Building, Cincinnati, Ohio,
Tuesday, December 11, 1900.

The meeting was called to order at 11:00 a. m. by President Brimson.

The following members were present:

B. & O. S-W. R. R.	MR. W. H. BRIMSON	Supt.
"	MR. F. J. SMITH	D. M. M.
C. C. C. & St. L. Ry.	MR. B. F. SIPP	Supt.
"	MR. F. M. LAWLER	D. M. M.
"	MR. MASON RICKERT	D. M. M.
C. H. & D. Ry.	MR. A. GALLOWAY	Supt.
"	MR. C. H. CORY	Supt. M. P.
C. & O. Ry.	MR. GEO. W. LEWIS	Supt.
"	MR. G. W. HEPBURN	A. M. M.
C. N. O. & T. P. Ry.	MR. J. P. MCCUEN	Supt. M. P.
"	MR. I. F. HALL	Supt. C. S.
Erie R. R.	MR. C. A. ALLEN	Supt.
L. & N. R. R.	MR. BRENT ARNOLD	Supt.
"	MR. WM. ADAIR	D. M. M.
P. C. C. & St. L. Ry.	MR. GEO. B. FRAVEL	R'd F. of E.

VISITOR: Mr. Geo. A. Coe, Superintendent of Transportation of the Erie Railroad Co., Cleveland, Ohio.

President: As the minutes of the last meeting have been published, they will stand approved, unless there are objections.

President: Is there any unfinished business?

Report of Special Committee on Handling High Explosives.

Secretary: The first is a report from the Special Committee on handling high explosives.

Mr. Hall: I beg to report progress, but will have to ask for further time.

President: You have heard the report of the committee. What do you wish to do with it?

Mr. Lewis: I move that the committee be given further time.

Seconded and carried.

Report of the Standing Committee on Joint Car Inspection on the Modification of M. C. B. Rules for the Loading of Structural Material.

Secretary read the following letter:

Central Association of Railroad Officers.

Cincinnati, Ohio, November 28, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O., Cincinnati Division,
Cincinnati, Ohio.

Dear Sir: At a special meeting of the Standing Committee on Joint Car Inspection, held November 27, the following resolution relative to modification of M. C. B. Rules for loading structural material was passed:

Resolved, That this committee recommends to the Central Association of Railroad Officers that structural material loaded in the manner indicated in the blue print, as presented by Mr.

Morris, be accepted in interchange of cars at Cincinnati until such time as the rules can be incorporated in the regular M. C. B. Rules at their meeting to be held in June next.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

President: I presume you have all seen the blue print.

Secretary: All the initial lines have had a copy of it.

President: You have heard the report of the committee. Here is a blue print, if any of you wish to look at it. What action do you wish taken with the report?

Mr. Lewis: I move that the report of the committee be accepted, and the recommendation be adopted.

Seconded by Mr. Fravel and carried.

Report of the Standing Committee on Joint Car Inspection on Handling Pintsch Gas in Pullman Cars Interchanged.

Secretary: The Standing Committee had a special meeting last week, and discussed the matter pretty thoroughly, and determined to meet this morning, and Mr. Chase, District Superintendent of the Pullman Company at this point, was requested to be present at the meeting of the committee. The committee had a meeting this morning, and Mr. Chase stated that their people were formulating a plan to co-operate with the railroads in their desire to use a defect card in interchange among the lines, and that it would be put into effect in the course of a week or ten days, and in accordance therewith the Standing Committee passed the following resolution:

Resolved, That the matter of interchange of Pintsch gas be postponed until the Pullman people are heard from as to the rule they want to adopt, and Mr. Chase be extended an invitation to be present at the next meeting of the Standing Committee.

President: Gentlemen, you have heard the report. That

part of the resolution which says "postponed until the Pullman people are heard from" seems to be rather indefinite, and I would suggest that it be postponed until the next regular meeting.

Mr. Lawler: Mr. Chase said this morning that their people were preparing a method of giving orders for gas on all cars delivered to them at the shops, and as soon as it was completed, that he would notify Secretary Fetter when a meeting would be called, and the necessary rules could be perfected, and a report could be prepared and submitted at the next meeting of the Association. I presume we will hear from Mr. Chase within the next week or ten days, when we will have a meeting, and prepare a report and present it at the next regular meeting.

President: Gentlemen, you have heard the report. What action do you wish taken?

Mr. Arnold: With the explanation just made by the Chairman of the Standing Committee, I move that the report be received, and the committee be given until the next regular meeting to make further report.

Seconded by Mr. Lewis and carried.

President: Is there anything further to come before the Association?

Secretary: Nothing, unless there is some new business.

New Business.

Mr. McCuen: Our company wishes the Association to take some action in regard to a bill we have against the B. & O. S-W., for the responsibility for frozen heater pipes.

Mr. Galloway: I would suggest, before Mr. McCuen goes into that subject further, that the Vice-President relieve Mr. Brimson of the chair, as he is connected with this subject.

Secretary: The Vice-President is not present, and I would suggest that Mr. Arnold take the chair. Mr. Arnold here took the chair.

Mr. McCuen, continuing, said:

Mr. Chairman, this is a case of which everybody in the Association is familiar with. It is regarding some coaches loaded with troops that we delivered to the B. & O. S-W. at our regular interchange, and when they were returned the heater pipes were bursted. It has been about two years ago, and we have not been able to get a settlement.

At the last meeting of the Standing Committee on Joint Car Inspection, I was told, by the committee, that the bill should be presented against the Cincinnati Northern R. R., as they were members of this Association. We have always been acting on the ground that we were dealing directly with the B. & O. S-W., from the fact that they were members of the Joint Car Inspection, or members of the Standing Committee, and we have complied with all the laws of the Association, when making out this statement, even with the evidence of the Joint Car Inspector, and we think that the B. & O. S-W. should pay the bill.

They object to having anything to do with the matter on account of the engine and crew of the Cincinnati Northern R. R. taking the train directly from our interchange point. These cars were inspected by the B. & O. S-W. Inspector, and it was passed on by the Joint Inspector, and he claims that the B. & O. S-W. was responsible for the damage.

Chairman: Does the B. & O. S-W. Inspector act for the Cincinnati Northern R. R.?

Mr. McCuen: On all freight business, and we ask the Association to take this case up again and decide according to the rules.

Mr. Brimson: We deny about everything Mr. McCuen has said. These papers, however, have been through this Association, and referred by this Association to the Standing Committee on Joint Car Inspection, and they reported back to the Association that the C. N. O. & T. P. Ry. has no claim against the B. & O. S.-W. R. R., and this Association so found and have so notified Mr. McCuen of the C. N. O. & T. P. Ry., and I shall now object to this Association taking this matter up,

and will say that I will not abide by the decision of this Association in this matter.

Mr. McCuen: I wish to state that I will read the action of the Association, which is "That all papers be referred back to Mr. McCuen."

Mr. Brimson: I understand that a question of this kind can not come up before this Association without the consent of both parties, and I have not given my consent.

Mr. McCuen: The rules of this Association say that it can not come up before the Standing Committee without the consent of both parties, but the rules allow either party to take it up before the Association.

Mr. Lawler: The rule quoted by Mr. McCuen is correct. As Chairman of the Standing Committee, I guess I am quite as familiar with the case as any member of this Association, and in order that it may be properly placed before the members of this Association, I would like to cite the case from our standpoint, if I have the permission.

I think that the Association has a right to defend Mr. McCuen in this case, when it is properly placed before the Association. As I understand it, this train was delivered to the C. N. O. & T. P. Ry. by the Cincinnati Northern over the B. & O. S-W. tracks. It was inspected by the Joint Car Inspector of the B. & O. S-W. and the Cincinnati Northern, the Cincinnati Northern having no line into Cincinnati. The defects were discovered, and that evidence was before the committee, which, in a measure, exonerates the B. & O. S-W. from any blame. The case is directly between the Cincinnati Northern R. R. and the C. N. O. & T. P. The C. N. O. & T. P. Ry. should make bill against the Cincinnati Northern R. R. on the authority of this Association, inasmuch as the Cincinnati Northern are not a member of the Joint Car Inspection. The evidence furnished by the B. & O. S-W. clearly demonstrates that the B. & O. S. W. had nothing to do with it except that the cars were run over their tracks. The matter lay between the Cincinnati Northern and the C. N. O. & T. P.

Chairman: I would like to ask, Mr. Brimson, is it true that the Cincinnati Northern are a party to the inspection?

Mr. Brimson: Really, I have forgotten. The papers were handed to me by our Superintendent of Motive Power, and I have forgotten. What statement I made was made on the strength of those papers. I took a note which I read before the Committee, and which I desire to read now.

There were five coaches—C. H. & D. coaches, Nos. 5, 11, 6, 110 and 205. They were taken off of the north Y by the Cincinnati Northern engine, No. 32, at 6:45 p. m., February 11, 1899, and returned to the C. N. O. & T. P. by the Cincinnati Northern engine, No. 34, at 7:25 p. m., February 12. Sometime after this delivery the C. N. O. & T. P. delivered, or attempted to deliver, them to the C. H. & D. I believe they did deliver them. They were refused by the C. H. & D. Inspector. On the morning of the 13th the C. N. O. & T. P. removed the C. H. & D. refused cards, and placed their own on against the B. & O. S-W. The B. & O. S-W. never handled the cars; never had anything to do with them, and we will not voluntarily submit this matter to anyone. We are not a party to the transaction.

Mr. McCuen: I acknowledge that we delivered those cars on the Y, and in the investigation that I made, I found that the Cincinnati Northern took them off of the Y; but we do not know the Inspector in Cincinnati, or the Cincinnati Northern in the transaction; we had no dealing with them; we work according to the rules laid down in the book; we only know the B. & O. S-W., and the letter of the Joint Car Inspector says that the B. & O. S-W. were responsible, and we could only work on that letter, and not until the last meeting did we know or hear of the man who inspected the cars.

Chairman: What is the amount of the bill?

Mr. McCuen: About \$54.00. We paid the bill according to the rule of the Joint Car Inspection, and after that bill was paid we presented the matter here.

Mr. Lewis: Has the Cincinnati Northern R. R. refused to pay the bill?

Mr. McCuen: They have. The first time we presented the bill to Mr. Rawn, he stated that he would have nothing to do with the matter; that it was handled by the Cincinnati Northern engine. I then arranged a meeting with the Cincinnati Northern Superintendent and the Master Mechanic, and I met them at the Grand Hotel, and I took the Joint Car Inspector with me, and we had a meeting there, and after the meeting I took him down to Mr. Rawn's office, and he again stated that he would have nothing to do with it. Then Superintendent Backus told me that he would have nothing to do with it, but that he would see his General Superintendent, and he wrote me that he was in no way interested in the matter.

Mr. Lawler: It has been clearly demonstrated here and before the committee that these cars were delivered in that condition to the C. N. O. & T. P. by the Cincinnati Northern, and inasmuch as the evidence is substantiated, in a measure, by the Joint Inspector, it is nothing more than right that the Cincinnati Northern be responsible for the bill. The statement made by Mr. Brimson, on this floor, defines their position; but under the rules of the Joint Inspection it would, naturally, fall to the B. & O. S-W. Inspector, but his statement demonstrates that man was a joint man, which relieves them from any responsibility.

Chairman: Gentlemen, what will you do with the case? Do I hear any motion?

Mr. McCuen: Another thing in connection with it is the fact that the Cincinnati Northern detained one of the cars at Van Wert in attempting to thaw out the pipes. They were made to repair the car, which ought to be evidence to show the Association that they were responsible for the damage.

Mr. Cory: I might say in reference to the car Mr. McCuen refers to that the first knowledge that I had of any of our cars being on the Cincinnati Northern was a receipt of a telegram from the Master Mechanic, stating that C. H. & D. car, No.

205, was at Van Wert with the heater pipe bursted, etc., and he wished me to inspect the car. I inquired around at Cincinnati, trying to get some information as to what C. H. & D. cars were doing on the Cincinnati Northern. Finally I found this kind of a delivery. Our people seems were not aware of any occasion for the delivery of these cars to the Cincinnati Northern. However, the car was at Van Wert, and I went over and met their master mechanic, and I found the car was very seriously damaged—one half of the entire end blown out, hole through the roof, and, I think, all of the glass broken in the sides of the car.

I looked it over and found every indication that they had been using soft coal; the boxes were full of soft coal. I asked them if they did not use soft coal, and if they did not know that it was wrong? He said, "The soldiers had done it." I did not make any remarks, and finally went down to the hotel. He and their Superintendent Backus, I think, met me there. I got ready to return to Lima; they went to the depot with me, to the depot platform, and one of them said, "What are you going to do with this car?" I said that I was not going to do anything with it. "Why, it is your car." Yes, it is a C. H. & D. car, but I know nothing about it being in your possession; it is in your hands; you received it in good order; you damaged the car, and all I ask is that you return the car through the channel you received it, in as good condition as you got it. "Then you will have nothing to do with it?" No, sir; I would not receive it in this condition. I left them at that. They finally repaired the car, and delivered it to us at Carlisle, hauling it down over their road to Carlisle, and I received a telegram saying that the car was repaired, and would be delivered on the following day.

Mr. Lewis: I move that this question be made a special subject for the next meeting, and the representatives of the C. N. O. & T. P., the B. & O. S-W. and the Cincinnati Northern be requested to be present at that meeting with the facts that they may have, in addition to the papers we have before us today, and that the Association take action at the next meeting.

The Cincinnati Northern people are not here today, and I think it would be but fair to give them a hearing before this Association decides the question.

Seconded by Mr. Lawler.

Mr. Galloway: Is it possible for us to bring this question before this Association in view of the objection by Mr. Brimson, of the B. & O. S-W.? I would like to have the rules cited.

Mr. McCuen: According to the rules we have to hold the B. & O. S-W. responsible.

Mr. Lawler: Mr. Chairman, it takes both parties to bring a matter before the Standing Committee. Any one party having a grievance can file his grievance before this Association, and this Association is bound to act. The motion of Mr. Lewis, making it a special subject at the next meeting of the Association, and to use the B. & O. S-W. as witness in the case, is proper. We have a right to defend the C. N. O. & T. P. in this case; we also have a right to defend the Cincinnati Northern. Unfortunately, they are not a member of the interchange, but they have a right on this floor, and it is right that they should have a hearing.

Mr. Brimson: Mr. Chairman, you can not compel me to come here with any papers. I have said that as far as we are concerned, we have gotten through.

Mr. Lewis: When I made my motion, I did not intend to suggest, or insist that the B. & O. S-W. furnish any additional testimony. If they desire to do so, let them do so; but I think that it is very unjust to condemn a man unheard, and sentence him without an opportunity to defend his case, and I think it is unreasonable for the plaintiff in a case to insist that a man be condemned without a hearing. I think that my motion is reasonable and in order, and I would like to have the question put.

The motion was put and carried.

Mr. Brimson here took the chair, and a motion to adjourn was put and carried—11:45 a. m.

W. H. BRIMSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Indianapolis Union Station, Monday, December 3, 1900.

Meeting called to order by President Zion.

The following lines represented :

C. C. C. & St. L. Ry.	G. W. BENDER	Superintendent.
P. & E. R. R.	G. W. BENDER	Superintendent.
C. I. & L. Ry.	F. M. QUIMBY	Trainmaster.
C. H. & D. R. R.	F. M. QUIMBY	Trainmaster.
L. E. & W. Ry.	H. F. BICKELL	Asst. Genl. Supt.
I. U. Ry.	A. A. ZION	Superintendent.
P. C. C. & St. L. Ry.	E. F. KEARNEY	Trainmaster.
I. & V. R. R.	E. F. KEARNEY	Trainmaster.
I. D. & W. R. R.		Not represented.
T. H. & I. R. R.		Not represented.

The minutes of the previous meeting stood approved.

Unfinished Business.

The matter of complying with and enforcing Rule 3. Uniform time for closing freight houses was informally discussed. There were a few cases of apparent irregularities reported, which, upon explanations being submitted, both written and verbal, it was the sense of the meeting that Rule 3 had not been violated, but that all lines were earnestly endeavoring to carry out the provisions of the Rule.

The question of shippers placing advertising matter on freight cars was again brought up in connection with the action taken at the November meeting. It was found that some of the roads had previously issued instructions with view of prohibiting the practice, but with only partial success; other roads had not posted any special instructions, but were otherwise discouraging the practice. While it was the sense of the meeting that it would be quite difficult to entirely break up the practice, perhaps the Superintendent of the I. U. Ry. could accomplish much in this line.

The following is a copy of the notice issued and sent to all of the principal shippers located on the Belt Ry. tracks at Indianapolis:

Indianapolis Union Railway Company.

NOTICE TO SHIPPERS.

The following resolution adopted by the American Railway Association is respectfully published for your information.

Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting or otherwise placing advertisements or placards of any kind upon freight cars.

Please issue such instructions as will secure a compliance with the above.

A. A. ZION,
Superintendent.

Indianapolis, Ind., November 13, 1900.

Reports of Committees.

Mr. Bickell was granted an extension of time in which to submit a report on "Best method for handling oil tanks when on fire or in wreck."

Communications Received.

The following were received:

Columbus, Ohio, November 7, 1900.

Mr. M. W. Mansfield,
Superintendent.

Dear Sir: Referring to General Notice, No. 75, in regard to the manner of handling explosives. I will be glad if you will bring this matter before the Indianapolis Division of the Central Association of Railroad Officers, with a view to having the other roads members of that Association adopt similar instructions on their line.

Yours truly,

J. F. MILLER,
General Superintendent.

In order to secure a full expression on the foregoing, it was decided, by motion, that the Secretary obtain a supply of General Notice, No. 75, referred to in Mr. Miller's letter, and send two copies to each superintendent, with request that they look into the matter and be prepared to fully discuss it at the next meeting with view of taking some definite action looking toward uniformity on all the roads.

The Secretary announced receipt of a letter from Secretary O. G. Fetter, advising that the Superintendents' Association, of Houston, Texas, had been unanimously elected a member of the Central Association of Railroad Officers.

Also had received a copy of the Auditor's report relative to the accounts of the Secretary and Treasurer of the Central Association of Railroad Officers as examined November 21, 1900.

There being no further business, the meeting adjourned.

A. A. ZION,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, December 12, 1900.

Meeting called to order at 2:45 p. m. by President Loree.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
“	MR. E. MORRELL.
C. C. C. & St. L. Ry.....	MR. W. G. BAYLEY.
“	MR. M. RICKERT.
T. & O. C. Ry.....	MR. H. C. FERRIS.
Hocking Valley Ry.....	MR. M. S. CONNORS.
“	MR. T. R. LIMER.
B. & O. R. R.....	MR. T. J. ENGLISH.
N. & W. Ry	MR. V. A. RITON.
“	MR. L. P. LIGON.
C. S. & H. Ry.....	MR. W. D. MCKINNEY.
O. & L. K. Ry.....	MR. J. S. GILLESPIE.
C. A. & C. Ry.....	Not represented.
B. & O. S-W. Ry.	Not represented.
C. & M. V. Ry.....	Not represented.
C. H. & D. Ry.	Not represented.

C. & O. R. R. Not represented.
O. R. R. R. Not represented.
T. & O. C. Ex. Not represented.
Penna. Co., Marietta Div. Not represented.

VISITORS: Mr. T. H. Hammond, Cashier P. C. C. & St. L. Ry.; Mr. W. W. Medary, Agent P. C. C. & St. L. Ry.; Mr. J. S. Fairchild, Agent B. & O. R. R.; Mr. F. H. Hysell, Agent T. & O. C. Ry.; Mr. J. F. Youse, Agent H. V. Ry.; Mr. L. B. Cooke, Agent C. C. C. & St. L. Ry.; Mr. C. D. Paramore, Agent C. S. & H. Ry.; Mr. B. W. Hermann, Agent N. & W. and C. A. & C. Ry's.

Unfinished Business.

Secretary: At the last meeting I was instructed to submit to the various railroads, members of this Association, for letter-ballot, the question of enforcing the resolution adopted by the American Railway Association, October 17, 1900, that no advertising matter be allowed to be placed on the outside of freight cars by shippers. I have replies from fourteen railroads; one conditional, twelve in favor, and one against enforcing the rule.

Mr. Connors: From what source did this question arise?

Secretary: From the Central Association of Railroad Officers, through Mr. Fetter, Secretary. It was brought up by a communication from him to this Association for action.

Mr. Connors: In view of the fact that all lines are not united on this matter, I would like to offer the following resolution:

Resolved, That it is the sense of this Association that every reasonable effort be made by members thereof to enforce the rule of the American Railway Association, prohibiting the nailing, pasting or otherwise placing advertising matter on freight cars; that instructions be issued to officers in charge of inspection at junction and terminal points to report all cars offered, so carded, the matter to be then taken up with the shipper or con-

necting line offering the car, with a view to preventing a repetition.

Seconded by Mr. Ferris. Carried.

Switching Ticket.

Mr. Connors: I move the acceptance of the report submitted by the Local Freight Agents' Association on the question of switching, as printed in the October minutes.

Seconded by Mr. Rickert. Carried.

Mr. Ferris: I move that the report of the committee be discussed, rule by rule.

Seconded by Mr. Connors. Carried.

The rules were discussed and voted on, rule by rule. Rule No. 4 reading, "Agents must place in the hands of its regular patrons a supply of blank switching tickets and instructions as to how they are to be used," was cut out, and several minor changes made in the switching ticket and rules. Corrected rules and ticket as follows:

Rule No. 1. Effective February 1, 1901, yardmasters will decline to accept cars from connections for movement in their yard, unless accompanied by a switching-ticket, it being understood this does not apply to cars which may be loaded in a foreign yard, which car is to be forwarded on billing to be furnished by the agent of the receiving line.

Rule 2. Yardmasters will decline to move a car which is loaded on their own tracks and destined to a foreign yard, or on any other track in their own yard, on which switching charges should be assessed, unless the agent properly authorizes the movement.

Rule No. 3. Yardmasters must forward to agent's office promptly all switching tickets covering cars that have been handled.

Rule No. 4. Switching-tickets are to be made in triplicate; the original to accompany the car, the duplicate to be sent

under cover to the agent of the line performing the service, and the triplicate to be retained by the line making the ticket.

Rule No. 5. The "Delivering Line" is to be responsible for, and pay to the line performing the service the switching charges on all cars it may offer its connections, it being understood that when it is necessary to reach a connection through an intermediate line, this rule is not to apply to the intermediate line, but the original line is to be considered the delivering line. It being further understood, this rule in no way is to conflict with any arrangement that may now be in existence as to the payment of switching charge of such intermediate line.

Rule No. 6. Switching charges on cars which may be loaded in a yard and destined to a point on a foreign line must be collected from the shipper of such car, unless the receiving line requests that such charges be collected from them.

Rule No. 7. Switching charges due connecting lines on cars loaded in a yard, and destined to a siding on a foreign line, in Columbus switching limits, must be collected by the delivering line from the shipper.

Rule No. 8. Settlement for switching service to be made weekly. The line performing the switching service must furnish the delivering line a separate receipt for each car handled, if desired.

Rule No. 9. An official switching tariff to be issued, giving full information as to the location and charges to the various tracks and industries in Columbus switching limits; such tariff to be compiled, distributed and corrected by the Secretary of the Central Association of Railway Officers.

Form —.

Name of Railroad.

Columbus, Ohio, 19..

Switching Ticket No.

Agent Ry.

Switch the cars as designated below.

From

To.....

For

and collect for such service from the undersigned.

.....

Initial	Number	Time and date car placed
.....
.....
.....
.....

Correct,

.....,

Conductor.

.....,

Yardmaster.

Mr. Connors: I move that the rules and switching-ticket, as amended, be adopted.

Seconded by Mr. Bayley. Carried.

Secretary: I have letter ballots from eight Columbus lines on the matter of accepting the A. D. T. Co.'s proposition; seven in favor, and one against the adoption of the proposition.

Mr. Ferris: I move that the matter be referred to the Executive Committee to close a contract with the A. D. T. Co. for a period of six months, with privilege of twelve, as outlined in the proposition offered by that company on the 24th day of October, this year.

Seconded by Mr. Limer. Carried.

Reading of Correspondence.

Cincinnati, Ohio, November 22, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: I beg leave to advise that the application of the Houston Association of Superintendents for Division Membership in the Central Association of Railroad Officers has been voted on, in the affirmative, by all Divisions, and the Houston Association notified accordingly, and that Division's proceedings will be included in the December proceedings, and regularly thereafter. Yours very truly,

O. G. FETTER,
Secretary.

New Business.

Secretary: Last year the storage rules were suspended from December 25 to January 6, on account of the invoicing season, and I would like to have the same done this year.

Mr. English: I move that the storage rules be suspended from December 25 to January 6, as in previous years.

Seconded by Mr. Connors. Carried.

Bill of the Central Association of Railroad Officers for the Columbus Division's proportion of the general expense, \$9.37, was ordered paid, on motion of Mr. Limer, seconded by Mr. Rickert.

On motion, duly seconded, meeting adjourned at 4:45 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division,
held in Rooms 335 and 336 Valentine Building, Toledo, Ohio,
Monday, December 10, 1900.**

Meeting called to order at 1:30 p. m., and in the absence of the President, Mr. Potter was elected temporary Chairman.

The following members were present:

C. H. & D. Ry.	MR. R. B. TURNER	Gen'l Supt.
"	MR. S. B. FLOETER	Superintendent.
C. N. R.	MR. W. D. STEARNS	Trainmaster.
H. V. R'y	MR. M. S. CONNORS	Gen'l Supt.
Penna. Co.	MR. W. H. POTTER	Superintendent.
T. & O. C. Ry.	MR. T. F. WHITTELSEY	Gen'l Supt.
W. & L. E. R. R.	MR. J. E. TAUSSIG	Asst. to Gen'l Mgr.
"	MR. W. P. SCHAUFELE	Supt. Car Ser.
"	MR. H. W. McMASTERS	Superintendent.

Minutes of last meeting were approved.

The Secretary read the following communication:

Cincinnati, Ohio, November 22, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: I beg leave to advise that the application of the Houston Association of Superintendents for Division Member-

ship in the Central Association of Railroad Officers has been voted on in the affirmative by all Divisions, and the Houston Association notified accordingly, and that Division's proceedings will be included in the December proceedings and regularly hereafter.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

On motion, same was ordered placed on file.

Handling of Oil Tanks When Same are on Fire or in Wreck.

The Secretary read a communication, received through the office of the General Secretary, from John W. Smith, fire chief of New York City, which, on motion, was ordered placed on file.

On motion, the question was ordered laid on the table.

Election of Officers.

President	Mr. W. H. Potter.
Vice-President	Mr. S. B. Floeter.
Secretary-Treasurer	Mr. Wm. Grogan.

Salary of Secretary.

On motion, the salary of the Secretary was placed on same basis as that of other Division Secretaries, namely, \$25.00 per month.

On motion, adjourned.

Car Service.

The question of fixing a free time allowance on bituminous coal was thoroughly discussed, and an agreement arrived at as per Circular No. 2, of the Toledo Car Service Association, under date of December 15, 1900.

On motion, adjourned to meet Monday, January 14, 1901.	
W. H. POTTER,	WM. GROGAN,
President pro tem.	Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, December 11, 1900.

Meeting convened at 10:10 a. m. President Nichols in the
chair.

PRESENT:

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen. Supt.
Vandalia Line.....	B. McKEEN	Superintendent.
Big Four Ry.....	C. A. PAQUETTE.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
Ill. Central R. R.....	H. BAKER.....	Superintendent.

Mr. McKeen: As Mr. Gray, of the C. & A. desires to get
away on noon train, I move we adjourn and hold the Car Serv-
ice Association meeting first.

Seconded and carried.

Reconvened at 11:45 a. m.

President: The minutes of the last meeting will be ap-
proved as printed, unless there is objection.

President: I think it would be well also to pass the first
topic, namely, "Discussion of American Railway Association
Train Rules."

President: Our next is report of committee on "Best meth-
od of handling loaded tanks when on fire or in wrecks."

Mr. Paquette: The committee have not done enough to cover themselves with glory; in fact, have not even had a formal meeting. We have had some correspondence with roads which handle oil, and it struck me, and likewise Mr. McKeen, that it would be best for us to wait and see what these people in the Cincinnati and Columbus Divisions have to say on the subject. They are the roads that handle a great deal of oil, while we, in this Division, practically handle none, and we think it would be best to defer to them, since they have every opportunity to know the details in oil transportation. The committee, therefore, ask that this report of progress be received, and they be granted further time.

Mr. Tompkins: I move the committee be granted further time.

Seconded and carried.

President: Do we want to discuss Mr. Riley's paper on "Tonnage Rating of Engines" today?

Mr. Paquette: I think we should defer this matter until more of our members are present.

President: If that is the general feeling, this will be deferred.

Our next is report of letter-ballot on the excess beyond marked capacity of cars allowed by Peoria roads.

The Secretary here read the various replies, showing that all roads, excepting the Illinois Central and L. E. & W., allowed ten percent excess beyond the marked capacity of cars, and it was also stated that one of these lines at least would shortly adopt the ten percent rule.

The Secretary was therefore instructed to so reply to the request of Secretary Fetter for information.

President: Our next is election of officers.

Mr. Nichols was renominated, but feeling that as he had held the position for two years, it would be preferable to confer the honor upon some other member. He therefore declined.

B. McKeen was nominated for President, C. A. Paquette for

Vice-President and A. J. Elliott for Secretary, and each was elected unanimously.

Secretary: I have the following letter from the Peoria Local Freight Agents' Association:

Local Freight Agents' Association.

Peoria, August 14, 1900.

Ashley J. Elliott, Esq.,
Secretary C. A. of R. R. O.,
Peoria, Ill.

Dear Sir: A number of delays to time and perishable freight arriving over one Peoria line for forwarding over a connection have occurred here, owing to the ignorance of the forwarding line of the proximity of the freight to Peoria when their trains leave; in some cases the cars were actually in the city prior to the departure of such trains.

The condition led to the matter being brought before this Association for discussion at our meeting August 10, at which time it was decided to refer the matter to your body in the shape of a request for improved service to the extent of enabling all receiving lines' agents to advise connections as near the hours of 5 o'clock p. m. and a. m. as possible of the time and perishable freight that will arrive for them.

Most lines now notify their agents, but with no great degree of regularity, thus causing the delays.

Will you please bring the subject before your Association at its next meeting, requesting that it be given the desired attention?

Yours truly,

(Signed) G. T. MOWAT,
Secretary.

Mr. McKeen: Our agent gets a consist of train before it gets in.

President: Our conductors wire from Bureau to Peoria agent the consist of their trains.

Mr. Baker: Perishable, or everything?

President: Everything.

Mr. Boomer: Do they give car numbers?

President: No, they say "One meat for Indianapolis via Big Four," etc.

Mr. Boomer: We make a report of all westbound business through our agent.

President: Our yardmaster is expected to notify the connecting lines.

Mr. Paquette: I move the Secretary take up the matter with each individual line, and have them indicate what their present practice in the matter is, and report at the next meeting.

Seconded and carried.

Mr. Boomer: I think when we get down into the matter that we will find the trouble is just what we brought up a year ago, and that is that there are no night agents, and the freight arrives after the day force is gone, and no one there to receive.

Mr. Baker: All have night operators, have they not?

Mr. Tompkins: There have been several cases recently where freight has been in town some time before the receiving agent knew it was here.

Secretary: I have a letter from Secretary Fetter stating the Houston, Texas, Superintendents' Association have been admitted to membership to the Central Association, and that their proceedings will appear regularly along with the others hereafter.

The question of hour for meeting was discussed, and the Secretary was instructed to call such meetings hereafter for 9:00 o'clock a. m. instead of 10:00, as heretofore.

President: I will nominate as committee on Subjects for Discussion, Messrs. Nichols, Armstrong and Huntington.

Adjourned at 12:20 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., December 19, 1900.

Mr. O. G. Fetter,
Secretary,
Cincinnati.

Dear Sir: No meeting of this Division held this month on
account of no quorum.

Yours truly,

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., December 12, 1900.

The meeting was called to order at 2 p. m. by President Rider.

The representation was as follows:

A. T. & S. F. Ry.	MR. J. I. CONWAY.	Live Stk. Agt.
C. & A. Ry.	(Not represented.)	
C. G. W. Ry.	(Not represented.)	
C. M. & St. P. Ry.	MR. D. W. RIDER.	
C. R. I. & P. Ry.	MR. C. W. JONES.	Div. Supt.
"	MR. W. H. GIVEN	Div. Supt.
"	MR. R. R. SUTHERLAND,	Trainmaster.
"	MR. F. W. SEGUR.	Agent.
K. C. & N. C. R. R. ..	(Not represented.)	
K. C. Belt Ry.	MR. D. W. RIDER.	Supt.
K. C. F. S. & M. R. R. .	MR. H. S. MITCHELL ..	Supt.
"	MR. E. F. EDGECOMB ..	Agent.
K. C. N. W. R. R.	MR. R. P. ISITT.	Agent.
K. C. Southern Ry	(Not represented.)	
K. C. Sub. Belt R. R. .	(Not represented.)	
K. C. St. J. & C. B. R. R. .	MR. E. G. FISH	Supt. Ter.
"	MR. H. L. HARMON	Gen. Agent.
"	MR. J. P. CUMMINGS ...	Agent.
"	MR. W. L. KENDRICK ..	Live Stk. Agt.

M. K. & T. Ry	MR. L. W. WELCH	Supt.
"	MR. F. A. LELAND	A. G. F. Agt.
"	MR. D. ALLEN	Agent.
Mo. Pac. Ry	MR. C. E. CARSON	Supt. Ter.
"	MR. F. K. TUTT	Live Stk. Agt.
St. L. & S. F. R. R.	(Not represented.)	
Union Pacific R. R.	MR. G. N. CURTIS	Agent.
Wabash R. R.	MR. JAS. LAUGHLIN	Trainmaster.
"	MR. U. B. DARNALL	Agent.

President: The minutes of the last meeting having been printed and distributed, if no objections, will stand approved.

Closing Hour for Freight Houses.

President: I understand there is a committee from the Transportation Bureau present to discuss the question of closing freight houses at a later hour. I will ask Mr. Edgecomb, President of the Local Freight Agents' Association, to state the object of the meeting.

Mr. Edgecomb: At the last meeting of the Local Freight Agents' Association the committee of the Transportation Bureau was present and requested an extension in the time for closing our freight houses. We discussed the matter quite thoroughly, and stated to the committee that the Local Freight Agents' Association would not make any recommendation, or could not change the rule without referring it to the Superintendents' Association. A resolution was passed recommending that this committee and our Association meet with the Superintendents' Association at its next meeting and discuss the matter.

President: If there is no objection on the part of the Superintendents present, we will hear from the Transportation Bureau.

The members of the committee were then introduced, consisting of Mr. W. P. Trickett, Commissioner of the Transportation Bureau; Mr. J. F. Richards, Mr. O. V. Wilson, Mr. Geo. A. Barton, Mr. Geo. C. Smith and Mr. J. J. Swofford.

The matter was fully discussed by the members of the committee and the superintendents. After the committee had retired, the following resolution was offered by Mr. Mitchell, and seconded by Mr. Laughlin:

"That the hour for closing freight houses be changed from 4:30 to 5 p. m. on all week days except Saturday, and on Saturdays from 3:30 to 4:30 p. m."

Some further discussion ensued, after which the motion was put and lost.

Mr. Carson: I move that a committee be appointed to draft a suitable reply to the committee of the Transportation Bureau, giving them our decision, and stating our reasons for declining to extend the time of closing freight houses.

The motion was seconded and carried.

President: I will appoint on this committee Mr. Carson as Chairman, Mr. Jones and Mr. Fish.

Mr. Jones: I move that the Secretary be instructed to write to the Secretaries of each Division in the Central Association for information as to the hour of closing freight houses at the various jobbing points contiguous to their Associations, time freight trains are scheduled to leave, and whether all the freight received up to the closing hour is gotten out the same evening, the nature of the replies to be given to the committee just appointed, and report to be made by the Secretary at the January meeting.

Seconded and carried.

Correspondence.

Handling Oil Tanks When on Fire or in Wreck.

The Secretary read letter from Secretary Fetter and copy of communication from Mr. John W. Smith, fire chief of New York City. The letter was ordered filed.

Admission of Houston Division to Membership.

The following letter was read:

Cincinnati, Ohio, November 22, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: I beg leave to advise that the application of the Houston Association of Superintendents for Division Membership in the Central Association of Railroad Officers has been voted on, in the affirmative, by all Divisions, and the Houston Association notified accordingly, and that Division's proceedings will be included in the December proceedings and regularly thereafter.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Roads not Members of the Joint Inspection Association.

Secretary: At the last meeting made a partial report on the result of my correspondence with the roads which are not members of the Joint Car Inspection Association. Since the last meeting I have received the following letter from Superintendent Coughlin, of the Kansas City Southern:

Pittsburg, Kansas, November 17, 1900.

Mr. B. H. Garrigues,

Secretary C. A. of R. R. O.

Dear Sir: Referring to your letter of November 3, on the subject of having the several lines in Kansas City become members of the Joint Car Inspection Association, I note that several of our tenant lines are not members. This, I fear, would have a tendency to complicate matters for us in case we joined the Association, and obligated ourselves to accept cars while there was a probability of the Frisco, K. C. & N. C. and St. J. & G. I. inspectors declining to accept them on account of not being members of the Joint Car Inspection Association.

Would suggest that you take up with the lines I have made mention of with a view to ascertaining how they feel about joining the Association. Yours truly,

(Signed) W. COUGHLIN,
Superintendent.

I replied to this as follows:

Kansas City, Mo., November 30, 1900.

Mr. W. Coughlin,
Supt. K. C. Southern Ry.,
Pittsburg, Kansas.

Dear Sir: Answering your favor of November 17, in regard to membership in the Kansas City Joint Car Inspection Association, I beg to advise that I have taken up with the St. L. & S. F. and St. J. & G. I. companies, and Mr. O'Hara, of the former company, advises me his company has the matter under consideration. Mr. Berlingett, of the St. J. & G. I. thinks the conditions at Kansas City are such that it would not be to his interest to join the Association at present.

I agree that it would complicate matters, should your company join the Association, and your tenant lines not, but at the same time it may be that they are holding off on account of your company not being in. Possibly, if you took the initiative, conferring with the other lines, all might be induced to join at the same time. Shall be glad to hear from you further.

Respectfully,

(Signed) B. H. GARRIGUES,
Secretary.

President: If no objection, the Secretary's report will be accepted.

Reports of Committees.

Time for Accepting Orders for Stock Shipments.

President: Mr. Fish, is your committee ready to report?

Mr. Fish: Before making our report, I will say that we have here a communication from the committee of the Live Stock Exchange, which has just been received, and which, I believe, it would be well to have read before the meeting.

The Secretary read as follows:

Kansas City, Mo., December 11, 1900.
Central Association of Railroad Officers,
Kansas City, Mo.

Gentlemen: On or about September 20, 1900, an order was issued from your Association that cattle for shipment over your respective roads, orders for cars, together with exact location of cattle, *i. e.*, blocks and pens, must be filed with your local agents on or before 3 p. m. of day of shipment. Realizing that such an order would be highly injurious to the Kansas City Live Stock Market, and work a hardship upon those engaged in the business, as well as the patrons of the market, the Kansas City Live Stock Exchange, in mass meeting assembled, appointed the undersigned as a committee to take the matter up with your honorable body, with the view of amicable adjustment.

The result of the first conference was the appointment of a committee by your body. We desire to say that our committee has held two conferences with your committee, and take pleasure in assuring you that we have found it to be pleasant, fair and honorable, unprejudiced, anxious to gain reliable data upon which to form correct opinions, and, we think, disposed to act

so as to bring about the best results with fairness and justice to all interested. While much valuable information has been gained by both parties to the controversy, and we think each party has a clear conception of the many just requirements of the other necessary for the proper conduct of their respective lines of business, we have thought that a brief outline of facts and conditions from our standpoint might not be out of place.

In 1883 an order was issued by the railroads that all live stock for shipment must be ordered out on or before 3 p. m. of the day of shipment. That rule has been strictly enforced and cheerfully observed by commission men and shippers; has been in effect since, and is now in force. All parties recognize its importance and fairness. In complying with that order, the shipper gives to the railroad agent the number and size of cars wanted, the number of head of stock, consignee, consignor and destination, and exact location of stock, if known at that time. We assert that at least seventy-five percent of the orders given up to 3 p. m. contain definite information as to exact location, blocks and pens—hence no necessity for the new order. All orders for shipments having been placed with your agents by 3 p. m., they in return notify your department of numbers and kinds of cars wanted, and proceed with their billing and other details, having from one and one half to three hours for that work. We contend that only in exceptionally rare instances will cars be set in for loading under one hour and thirty minutes after orders are placed, hence there is no urgent necessity for blocks and pens to be given at the time cars are ordered, as that information is for the exclusive use of the stockyards company in order to enable it to produce the proper stock, and in no way hinders your agents in the proper performance of their duties. Since the time of issuance of the 3 o'clock rule in 1883 up to October, 1900, there has been no limit of time when blocks and pens had to be given. Agents would accept some as late as 5 or 6 o'clock p. m., or any time before stock for trains was run. That system, no doubt, resulted in many abuses, and is, in a large measure, responsible for the conditions that brought

about the order in controversy. We recognize the unfairness to the railroads in such a system, and uphold your Association in establishing a definite time when such information should be given. We contend, however, that the enforcement of your original order, or even placing the time-limit for blocks and pens at 3:30 o'clock p. m., will work as great an injury and establish as unjust a system to the shippers as the old system did to the railroads. We believe that much of the discontent arising under the old system came from your local agents in their desire to obtain business for their respective lines, and to accommodate their patrons, not insisting upon a reasonable diligence in facilitating business on the part of shippers, and allowing unnecessary latitude to those disposed to take advantage of their indulgence. It is admitted by all that many of the evils that called forth the order in question have emanated from the inadequate service of the stockyards company. There is no doubt in the minds of this committee, and we believe your own committee will concur, that if the stockyards company gave the proper service, there would be no necessity for the order in question. Assistant General Manager Child came before the joint committees, at which time the matter was thoroughly discussed with him, and later our committee laid the matter before General Manager Morse, the result being that a marked improvement has already been made with promises of still greater improvement. We believe we have shown your committee a willingness to co-operate with you in any manner to better the service, and will continue to do so, but we contend that the railroads should also insist upon a better service on the part of the yard company in the loading and unloading of stock, as it acts as your agent, and receives your pay for such service.

We appreciate the fact that, for your lines to give the proper service to patrons, you must have a reasonable time in which to perform that service, hence the necessity for as early loading of stock at the yards as possible. We contend the same is true in our branch of the live stock business. Live stock is sent to a market to be sold. In order to give the proper service to our

patrons, we, too, must have a reasonable time in which to perform that service. Unless stock arrives at the market in reasonable time, proper service can not be given. We find by reference to the stockyards company's books that, from October 1 to November 15, inclusive, four of the leading roads delivered to the stockyards company 5,730 cars after 8 o'clock a. m., when our market is supposed to open, and 1,960 of those cars arrived after 10 o'clock a. m., and 1,094 cars after 11 a. m. We ask your honorable body, in all candor and fairness, if it is reasonable to suppose that those 5,730 cars of stock could be sorted, sold, weighed and delivered within the time required by your order?

We wish to commend your respective local agents as being industrious, competent, wide-a-woke and loyal officials, and do not blame them for their desire to lessen their laborious duties, or shorten their long hours, but, we contend that it would be far better policy for the respective lines to furnish additional clerical service than to adopt a system that would seriously cripple an immense industry. Long years of experience in the live stock industry has demonstrated to this committee that, under conditions as they now exist at the Kansas City stockyards, your 3 o'clock p. m. rule is impracticable, and can not be enforced with out serious injury to the industry we all so much desire to build up. We have asked your honorable body to allow the 3 o'clock p. m. rule for ordering cars to remain as it is has done for seventeen years, and as it now stands, and to fix the time-limit on blocks and pens at 4 o'clock p. m., believing that, under the reforms brought about through this agitation, such improvement has been made as to meet the requirements. We have asked for this concession with a full realization of what an adverse decision might mean to our industry, as a strict compliance with its terms would mean an entire change of business methods and customs that it has taken years of experience to establish, and with which your and our patrons have become familiar; but should those changes become necessary, we wish

to be in a position to show to them and the public at large that we did all in our power to prevent it, and the responsibility should not rest upon the Kansas City Live Stock Exchange.

Very respectfully yours,

H. P. CHESLEY,
JNO. C. MCCOY,
M. D. SCRUGGS,
R. D. DUNCAN,
Special Committee.

Mr. Fish: I will say for the committee that we met with the committee of the Stock Exchange on November 23, and there was strong argument made by them in favor of the 4 o'clock rule, as they call it, that is, extending the hour for completing orders or giving blocks and pens from 3 o'clock to 4 o'clock. I think our committee made just as strong arguments against it, but in order to convince them that we wanted to do what was right, we decided, as an experiment, to make the hour 3:30, that arrangement to be in effect until December 6. On that date we met again with the committee of the Stock Exchange, and your committee passed a resolution that as a further experiment it would extend the hour to 4 o'clock, that to remain in effect until this meeting today, and perhaps longer.

On account of the light business at the stockyards during the past month, your committee is of the opinion that the 3:30 rule has not had a fair test, and the same is true of the 4 o'clock rule during the four loading days it has been in effect. At the present time, with the light stock business, I do not think it is any particular hardship on any of the lines, but during the heavy business like we had earlier in the fall and in the summer months, the committee is of the opinion that the 4 o'clock rule would be a hardship, and that it would be a physical impossibility to get the stock loaded and started out of town anywhere near on schedule time.

The conference with the committee of the Stock Exchange has demonstrated one fact, of which I think we were all aware

before, and that is that we are not getting anywhere near as good service from the stockyards company as we ought to have, and as we pay for. They had in their employ a lot of boys from twelve to fourteen or fifteen years of age, who were without judgment, and they certainly could not be expected to do the work that experienced men would do. Since Mr. Child appeared before the two committees, and I think, particularly, since the committee of the Stock Exchange laid the matter before Mr. Morse, General Manager of the stockyards company, we have had very much better service. I do not know that we have any reason to expect any better service than we have had during the past month, and the committee is not yet ready to recommend any definite hour when stock orders should be completed, that is, block and pen numbers given. We would ask for further time, with authority to put the hour back to 3:30, or even 3 o'clock, if in our judgment it is necessary, and that the committee report further at the next meeting of the Association. I would like to offer a motion to that effect.

Motion was duly seconded and carried.

New Business.

Election of Officers.

President: If there is no other new business, we will proceed to the election of officers for the ensuing year. It is just a year since the present officers we elected, and while we will not say that we have fulfilled all the promises we made at that time, we have done the best we could. I want to thank all the members for the assistance and many courtesies they have extended to the President and other officers of the Association.

The election will be by ballot, unless otherwise ordered.

Mr. Carson: I move that the rules be suspended, and the nomination and election of officers made by vive voce vote instead of by ballot.

Motion was seconded and carried.

Mr. Carson: While I am on my feet, I would like to say that it has been customary in the past to distribute the honors of the presidency of this Association around among the members, and this has its good features, but after many trials we have at last had the good fortune to elect a president whose administration has been so acceptable to this Association that I believe it is time we should abandon our time-honored custom of changing presidents every year. When we have a good one there is no reason why we should not keep him for a while. I think it is desirable that we should have as president of this Association one who is disinterested in a large number of the questions which come before us, and who will administer the affairs of the Association in a fair and impartial manner. Such a person we have in our present president. He is also a resident of Kansas City, and can, with little difficulty, attend all of the meetings. I would like to move that Mr. Rider, who has served us so faithfully during the past year, be re-elected to the position of president, and if I hear a second I will put the motion before he has time to object.

The motion was seconded and unanimously carried.

President: I feel very grateful to you for your kind expressions, and I appreciate the honor of the office, but I would much rather you had chosen someone else. Of course, if you insist upon it, I will try and serve you another year to the best of my ability.

Mr. Jones: I move that the thanks of the Association be extended to President Rider for the faithful and impartial manner in which he has handled the office during the past year.

Carried.

Mr. Mitchell: I move that Mr. C. W. Jones be elected Vice-President for the ensuing year.

Seconded and carried.

President: If there is no objection, I will cast the ballot of the Association for Mr. Garrigues as Secretary for another year. So ordered.

There being no further business, the meeting adjourned.
Date of next regular meeting January 9, 1901.

D. W. RIDER,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Monday, December 10, 1900.

The meeting was called to order at 2:30 p. m., with President Akers in the Chair.

The roll call showed the following representation:

B. & O. S-W. R. R.	Not represented.
C. & O. Ry.	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.	MR. B. O'BANNON.
I. C. R. R.	Not represented.
L. & N. R. R.	MR. C. J. KLEIN.
L. E. & St. L. R. R.	Not represented.
L. H. & St. L. Ry.	Not represented.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
Southern Ry.	MR. H. B. SPENCER.
K. & I. Bridge & R. R. Co.	MR. J. P. PULLIAM.

The minutes were ordered to stand approved as printed.

The Secretary read the following correspondence:

Cincinnati, Ohio, November 15, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: Please see mine of August 9, relative to handling oil tanks when same are on fire or in wrecks.

Please note attached copy of letter from Jno. W. Smith, fire chief of New York City, which was enclosed to me by the Union Tank Line Co. Kindly refer this communication to the committee handling the subject.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Following is the communication referred to:

Brooklyn, New York, November 9, 1900.

Dear Sir: Replying to your favor of the 12th ult., asking information in regard to the handling of tank cars when on fire, of course I can only lay down general rules. In the first place, it must be understood by everybody that all petroleum products are inflammable, provided they are heated to a sufficiently high temperature, and that therefore any tank full or empty had better be removed from vicinity of a wreck already burning, or which may take fire. It should be understood that in case of a full car, there is no danger of explosion by reason of a fire around the car, except as the car's contents become sufficiently heated to generate pressure greater than the strength of the metal will withstand, just as would occur with a tank of water under like conditions.

When a tank is in danger, and can not be removed, all effort should be directed towards keeping its contents cool. For this purpose a moderate stream of water playing upon the tank will ordinarily prove sufficient. If water is not available, it may be possible to protect the tank from heat by earth or other incombustible material. If such protection can not be had, it would be well to make an opening in the tank top, whether the car is full or empty. This may be done by unscrewing the dome cover until the threads do not hold it down. The cover

should be left in place, which will give sufficient vent to the tank, and prevent an accumulation of pressure inside the tank.

If it is found impossible to either protect the car contents from heat, or to provide an opening through which vapor could escape when generated, prudence will dictate that all persons be cautioned to keep to a distance from the car after the first few minutes of fire.

In case of wreck and oil spilled on the ground, traffic should be discontinued for the time being until the oil can be dipped up or drained off, or covered with earth, so as to avoid the danger of ignition from passing locomotives or lights of any kind.

Yours truly,

(Signed) JOHN W. SMITH.

Mr. Taylor: I move the communication of the fire chief be incorporated in the proceedings of the meeting. He makes some references to the subject which it seems to me are valuable.

Seconded and carried.

The Secretary read the following letter from Mr. O. G. Fetter:

Cincinnati, Ohio, October 11, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held October 9, the following communication was presented relative to

Placing Advertising Matter and Posters on Cars.

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, October 4, 1900.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held October 3, the following resolution was adopted:

Resolved, That it is respectfully recommended to the Central Association of Railroad Officers that stringent instructions be issued that no advertising matter be allowed upon the outside of freight cars by shippers, calling their attention to the following resolution of the American Railway Association, adopted October 17, 1895, namely:

Resolved, That the Association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting or otherwise placing advertisements or placards of any kind upon freight cars.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

After discussion, it was moved and carried, "That the attention of the different Divisions be called to the resolution adopted by the American Railway Association, October 17, 1895, and ask that the matter be taken up by the different Divisions for the enforcement of the above rule at the earliest possible moment."

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

The Chair: You have heard the communication; what shall be done with it?

Mr. Taylor: I move that the communication be referred to the Local Freight Agents' Association, with a request to advise us if the present practice is not in accordance with the action taken by the Cincinnati Division.

Mr. O'Bannon: I second it.

The question was then put by the Chair and carried.

The Secretary then read the following communications:

Cincinnati, Ohio, November 22, 1900.

To All Secretaries C. A. of R. R. O.

Dear Sirs: I beg leave to advise that the application of the

Houston Association of Superintendents for Division Membership in the Central Association of Railroad Officers has been voted on, in the affirmative, by all Divisions, and the Houston Association notified accordingly, and that Division's proceedings will be included in the December proceedings and regularly the thereafter.

Yours very truly,

(Signed) O. G. FETTER,
Secretary.

Louisville, Evansville & St. Louis Consolidated Railroad.

Princeton, Ind., November 6, 1900.

Mr. J. C. Loomis,

Secretary C. A. of R. R. O.,

Louisville, Ky.

Dear Sir: Neither Mr. Josselyn nor myself will be able to attend the meeting in Louisville, Monday, November 12. As we are both much interested in the subject of handling of live stock in Louisville, I hope the discussion will be deferred until the next meeting.

Yours truly,

(Signed) W. K. MORLEY,
Superintendent.

On motion, the discussion of this subject was postponed.

The Chair: The other subject for discussion at this meeting is "Grain Doors at the Public Elevator."

Mr. Spencer: I move that the subject be referred to a committee for investigation, and report at the next meeting.

This motion was seconded and carried, whereupon the Chair appointed the following committee: Mr. C. J. Klein, Mr. B. S. Josselyn and Mr. B. W. Taylor.

Mr. Taylor: While under the head of new business, I would like to move the appointment of a committee to co-operate with a committee from the Local Freight Agents' Association to investigate and formulate recommendations for an improved joint messenger service, the idea being that the work be

handled along the lines suggested by the Cincinnati Association at their annual meeting last June.

The Chair: Is it your intention, Mr. Taylor, that the messenger service be placed in the hands of one of the district messenger companies here?

Mr. Taylor: My idea would be, Mr. Chairman, that the committee from the Central Association should meet with the committee of the Local Freight Agents' Association, and that this joint committee should investigate and go over the existing conditions; and if from such investigation it shall be found that an improvement can be encompassed, to formulate recommendations for an improved service, which may be by a perfection of the existing service, or by a change to some other system. My personal belief is that a system better than the one in use can be devised; but I think it should be within the province of this committee to recommend what it is to be.

The motion made by Mr. Taylor was seconded and carried, whereupon the Chair appointed the following committee: Mr. Taylor, Mr. Josselyn, Mr. Spencer, Mr. Klein and Mr. Akers.

The election of officers for the year 1901 was then held with the following result: President, Mr. Bushrod W. Taylor; Vice-President, Mr. C. J. Klein; Secretary-Treasurer, Mr. J. C. Loomis.

Adjourned 2:55 p. m.

M. L. AKERS,
President.

J. L. LOOMIS,
Secretary-Treasurer.

HOUSTON DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Texas Division,
held at Houston, Texas, Monday, December 17, 1900.

Meeting was called to order at 12 noon, a quorum responding to roll call.

The President advised that he had complied with instructions to apply for membership to the Central Association of Railroad Officers, and that he had written to Mr. O. G. Fetter, Secretary Central Association of Railroad Officers, after correspondence with Mr. Davidson, Superintendent of the St. Louis & San Francisco Railroad, and advised that notice had been received that the application of this Association had been favorably considered.

It was moved and seconded that this Association adopt car service rules of the American Railway Association, adopted October 24, 1900, subject to the approval of the general managers. Motion carried.

The committee on cross ties, through its Chairman, Mr. Cushing, verbally reported that the only report they could at present make was shown in circular issued the 17th of September, for the reason that the state had been districted, and owing to failure of some of the lines to reply, the report could not be completed, and asked to have further time, which was given.

The committee on scope of the Association read a report

received by mail from Mr. Raikes, Chairman, and read by Mr. Goode of the committee. Motion was made that the report be accepted and committee appointed to confer with the South-western Association of Car Service Officers, looking to the consolidation of the two Associations. Motion was carried and the following committee was appointed: Mr. R. H. Innes, as Chairman, Mr. W. C. Nixon, Mr. J. W. Maxwell.

It was moved, seconded and carried that a committee be appointed to confer with the general managers as to the scope of the Texas Association of Superintendents of Railways. Mr. E. B. Cushing was appointed Chairman, J. H. Hill, W. C. Lane.

Mr. J. M. Lee, Chairman of the committee for report on "Carding of Cars," submitted the following:

Mr. President and Gentlemen of the Texas Superintendents' Association:

Your committee, appointed to discuss the question of "Junction Cards," beg to report as follows: The method of indicating junction point at which foreign cars were received, is one that is handled in several different ways by various lines; but the practice most in use is one of two plans. The first embraces a card way-bill, giving necessary information, which accompanies the car, and the other is simply a card, indicating the same things attached to the car.

Both methods have their advantages as well as objectionable features. For a number of years the H. & T. C. R. R. has used the return card, which is attached to car, and gives the number and initial, road received from, name of station and date. This method has been found simple, and carries on the car the information necessary for its proper switching and movement, without the loss of time to hunt up data in offices. Where instructions in regard to the use of this card are strictly carried out, it is, because of its simplicity, the most satisfactory plan. Some of the objections to it, however, are caused by negligence or abuse. Should an agent fail to remove the return card when a car is delivered to line originally received from, the car may

come on the receiving line again at another point and make improper movement under the original return card. We have had reports of yardmen removing these cards from cars to which they were originally attached and putting them on other cars to which they did not belong, erasing and changing the numbers to suit, in order to get rid of cars to which they were attached.

The other method, and the one used by most Texas lines, is a card way-bill, which is made up at junction point where cars are received, giving initial and number of car, date and point at which received, and moves from point to point with the car. This plan works fairly well; but some trouble is caused by loss of way-bills and information as to switching having to be looked up in offices, by yardmen, at some loss of time. This method is not as simple as the return card, but seems to be the most popular.

Referring to the question of "Indicating Tonnage," we are of the opinion that the best method of doing this would be on a separate card, attached to the switching side of car. To facilitate the work of switching in the Houston Yard, the H. & T. C. shows the gross tonnage of loaded cars on switching tags; but at all other points this information is taken from way-bills or switching tags which accompany way-bills. This method consumes some time, which could be avoided by the adoption of a card indicating the tonnage.

Very respectfully,

J. M. LEE,
Chairman.

Motion was made, seconded and carried that the report be received and subject go over for discussion until the next meeting, and that the report be embodied in the minutes of this meeting.

Mr. Innes' committee on grain doors verbally reported that this matter had been settled by the Master Car Builders' Association, and recommended that no action be taken.

Mr. Cushing was given further time to prepare a paper to be read before this Association.

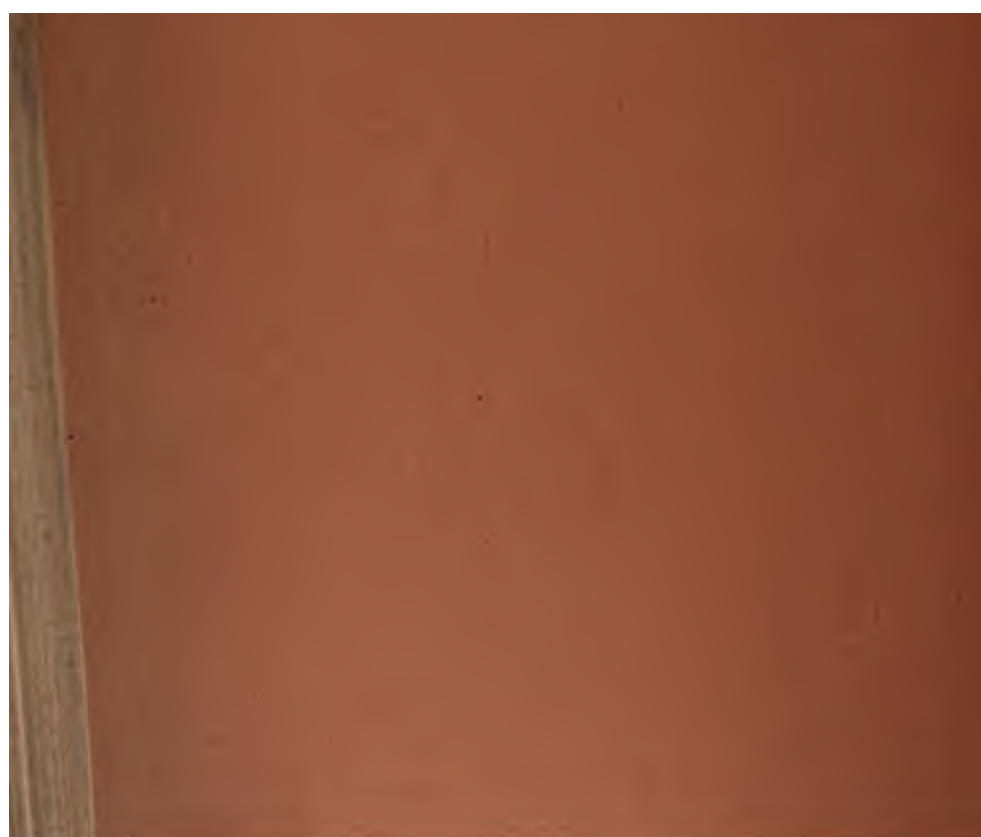
Motion was made, seconded and carried that Mr. Innes be requested to continue his work on the subject of "The Most Economical Plan of Loading Cotton," and report to this Association at the next meeting.

Motion was also made, seconded and carried that at the next meeting the matter of extra labor roll be taken up for discussion, and that each officer will be prepared to bring with him data and information relating thereto.

There being no further business, meeting adjourned.

CHAS. B. PECK,
President.

R. S. COLLINS,
Secretary.



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